Agency Progress Report
Capital Programs



Federal Way Link Extension - Ongoing Formwork and Falsework

June | 2021

SoundTransit

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and the ST financial statements, actual cost data presented in the APR may not match the quarterly financial statements. However, the actual cost data is reconciled to the financial statements on a monthly basis.

We always appreciate any suggestions you might have for future refinements to this document. To be added to the distribution list for this report or to make suggestions, please contact Julie Parker at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

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Agency Progress Report

TABLE of CONTENTS

Executive Summary	1
Link Light Rail	5
Everett Link Extension	11
Northgate Link Extension	15
Lynnwood Link Extension	35
NE 130th St. Infill Station	49
I-90 Two-way Transit/HOV Ops	53
East Link Extension	55
Downtown Redmond Extension	81
West Seattle & Ballard Extension	89
Federal Way Link Extension	93
Hilltop Tacoma Link Extension	105
Tacoma Dome Link Extension	117
Link Ops & Maint Facility East	123
LRV Fleet Expansion	129
Sounder Commuter Rail	135
Regional Express & Bus Rapid Transit	179
Capital Program Support	205
Acronyms	211

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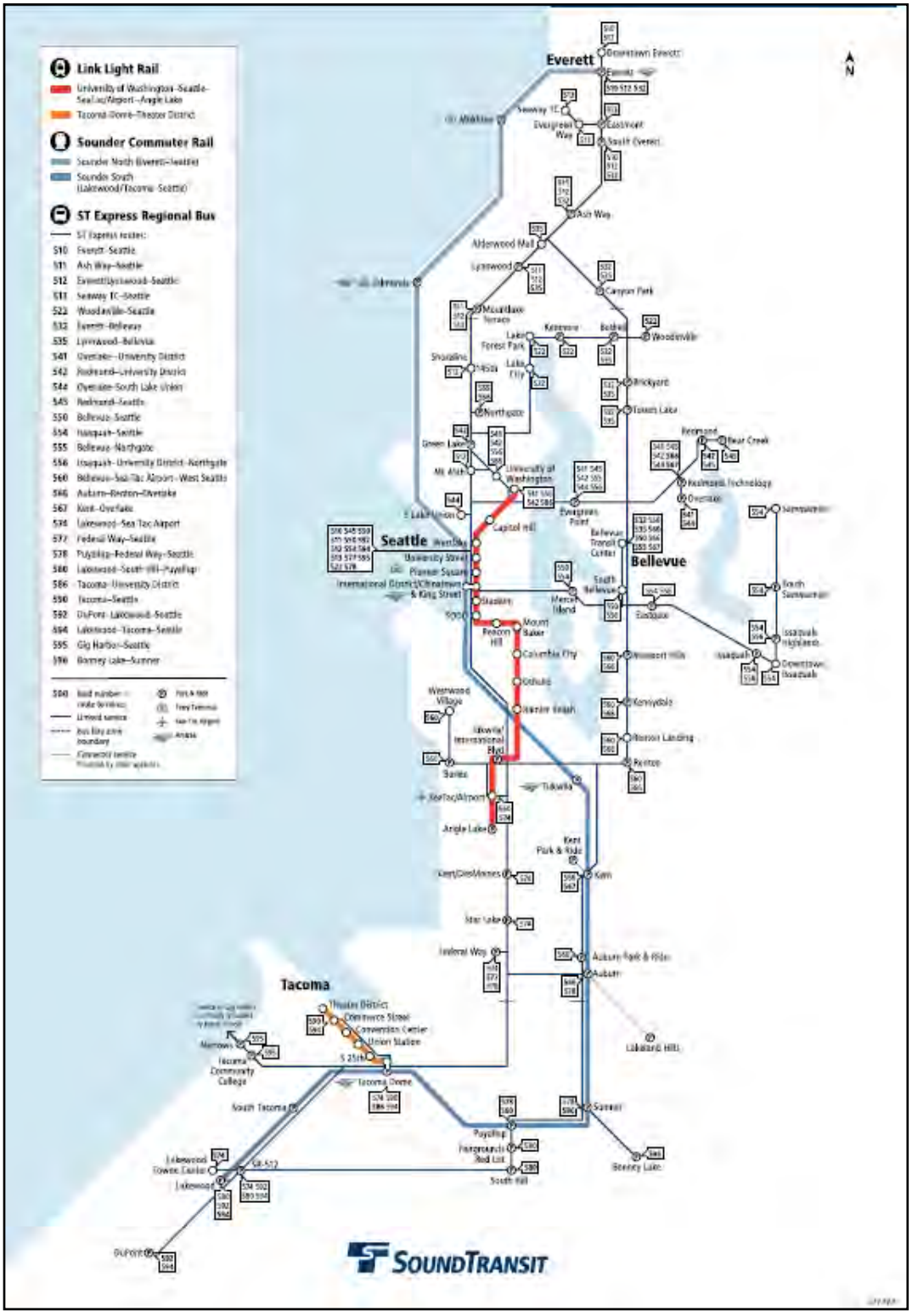
Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER

Peter M. Rogoff

SOUNDTRANSIT

SOUND TRANSIT CURRENT SERVICE



SOUND TRANSIT FUTURE SERVICE



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Amazon Commits $100 million in TOD funding

On June 16, Sound Transit and Amazon announced that Amazon will help fund affordable housing as a part of Sound Transit's Equitable Transit-Oriented Development program.

Through this partnership, Amazon committed to $100 million in low-cost, flexible loans that will help accelerate the creation of up to 1,200 affordable homes on our surplus properties by 2025.

Amazon's funding is in addition to our $20 million revolving loan fund approved by the voters to create affordable housing near our stations. With Amazon's $100 million, the Board will have greater flexibility in finalizing the revolving loan fund program later this year.

The first $25 million will fund pre-development activities like site due diligence, engineering and permitting, while the remaining $75 million will support the construction of new affordable housing, which is expected to begin within five years. The partnership will help ensure that families with moderate to low incomes can afford to live in great neighborhoods with easy access to employment, schools, health care and other amenities.

To date, Sound Transit's TOD program has helped create more than 1,500 affordable housing units on Sound Transit surplus property. The vast majority of Amazon's investment will help fund new units in addition to those 1,500.



Capitol Hill Farmers Market in the plaza above Capitol Hill Station June 27, 2021. TOD, transit oriented development housing.

Sound Transit hires new Chief Communications Officer

After a national search, the agency selected a new Chief Communications Officer, Andy Izquierdo. Andy will join Sound Transit with more than two decades of proven experience, leading communications and public affairs efforts across a variety of industries, including government, pharmaceuticals, retail and hospitality, most recently as Chief Communications Officer at Waste Management, Inc.

A native of the Washington, D.C., area, Andy earned a bachelor's degree in journalism from the University of Maryland, College Park, graduating cum laude. He is fluent in both written and spoken Spanish. Andy will report directly to CEO Rogoff.

Increased Link, ST Express and Sounder service

In response to the receding COVID-19 pandemic and climbing vaccination rates in the Puget Sound region, Governor Jay Inslee reopened the state on June 30. Accordingly, on June 12, we started running Link light rail every eight minutes during peak hours and every 10 minutes during middays and weekends. During late evenings, Link runs every 15 minutes.

Previously, due to operator availability, Link ran every 12 minutes during peak hours and every 15 minutes during off-peak hours, with frequency every 30 minutes late evenings.



Link light rail rolls into Mount Baker Station near Franklin High School April 14, 2021.

In accordance with an order from the federal Centers for Disease Control and Prevention, all Sound Transit passengers must continue to wear face coverings on vehicles and in stations. The agency estimates that nearly all passengers have been complying with the requirement. Transit riders should also follow social distancing and other critical health guidelines to protect the community. Passengers also must continue to maintain a six-foot distance from bus drivers, except when paying fare.

The following agencies are removing signs or barriers that have blocked off seats during the pandemic: Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit and Washington State Ferries.

Additionally, all our transit partners—Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries, will return to full service in early July.

We announced that starting July 1, ST Express routes operated by Pierce Transit and Community Transit, Sounder and Tacoma Link will all resume running at normal passenger capacity. Link light rail and ST Express bus routes operated by King County Metro (Routes 522, 542, 545, 550 and 554) will resume full service on July 3.

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Progress Report
Link Light Rail Program



Adding new mount on platform ladder at Northgate Station

June | 2021

Prepared by Project Control & VE I Design, Engineering & Construction Management


SOUND TRANSIT LINK LIGHT RAIL
CURRENT SERVICE AND FUTURE EXTENSIONS
Link Light Rail
Future service:
Everett–Seattle–West Seattle
Redmond–Seattle–Mariner
Ballard–Seattle–Tacoma
Issaquah–Bellevue–South Kirkland
Tacoma Dome–Tacoma Community College
In service:
Univ. of Washington–Angle Lake
Tacoma Dome–Theater District
New station
Added parking
Existing station
Existing parking
Provisional light rail station
N
Everett
2036
Everett
SR 526/ Evergreen
SW Everett Industrial Center
Mariner
2026
Ash Way
West Alderwood
Lynnwood City Center
2024
Mountlake Terrace
Shoreline North/185th
Shoreline South/148th
NE 130th
2021
Northgate
2021
Roosevelt
Ballard
2039
Interbay
Smith Cove
Seattle Center
South Lake Union
Denny
U District
Seattle
Westlake
Midtown
International District/Chinatown
Stadium
2026
Alaska Junction
Avalon
Delridge
SODO
Judkins Park
Mercer Island
2041
South Kirkland
2024
Downtown Redmond
SE Redmond
2023
Redmond Technology
Overlake Village
Bel-Red/130th
Spring District/120th
Wilburton
Bellevue Downtown
East Main
South Bellevue
Bellevue
Richards Rd
Eastgate
Issaquah
2041
S Graham St
2031
Tukwila/ International Blvd
S Boeing Access Rd
2031
Kent/Des Moines
S 272nd
Federal Way
2032
South Federal Way
Tacoma
Stadium District
S 4th
Old City Hall
Tacoma General
6th Ave
Tacoma Community College
2039
Hilltop District
Pearl
Stevens
Union
Sprague
Ainsworth
St Joseph
2032
Tacoma Dome
Portland Ave
Fife

Everett Link Extension: Everett Link Extension adds six Snohomish County stations to the growing light rail network. The 16.3-mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett. The budget for this project through completion of Planning Phase 1 Alternatives Development is $185.0M.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. Revenue Service date is September 2021. The Sound Transit Board adopted the baseline capital budget of $2.13B originally in 2012 and revised the baseline budget to $1.89B in October 2015.

Lynnwood Link Extension: Lynnwood Link Extension extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment. The Sound Transit Board adopted the baseline capital budget of $2.77B on May 24, 2018.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center (formerly Overlake Transit Center). Revenue service to the Redmond Technology Station is forecast for June 2023 with a tunnel route in Downtown Bellevue. The Sound Transit Board adopted the baseline capital budget of $3.67B in April 2015.

Downtown Redmond Link Extension: This project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond. The ST Board adopted the baseline capital budget of $1.53B on October 25, 2018.

West Seattle and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes five light rail stations. The route will run primarily on elevated guideway with a new rail-only bridge over Duwamish River. The Ballard segment includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay. The current budget for these projects through completion of Preliminary Engineering is $286M.

Federal Way Link Extension: The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center. The Sound Transit Board adopted the baseline capital budget of $2.45B on September 27, 2018.

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension is a 2.4 mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The Sound Transit Board adopted the baseline capital budget of $217.3M originally in September 2017. The Board approved a revised baseline of $252.7M in June 2020.

Tacoma Dome Link Extension: This project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome. The budget for this project through completion of Preliminary Engineering in June 2019 is $125.7M.

Link Operations and Maintenance Facility East: This project located in the City of Bellevue, includes a 160,000 square foot operations and maintenance facility that will maintain, store and deploy and expand light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 light rail vehicles. The ST Board adopted the baseline capital budget of $449.2M in July 2016.

Light Rail Vehicle (LRV) Fleet Expansion: This project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board adopted the baseline capital budget of $733M originally in 2015 and revised the baseline budget to $740.7M in April 2017 to allow for the procurement of 30 additional vehicles.

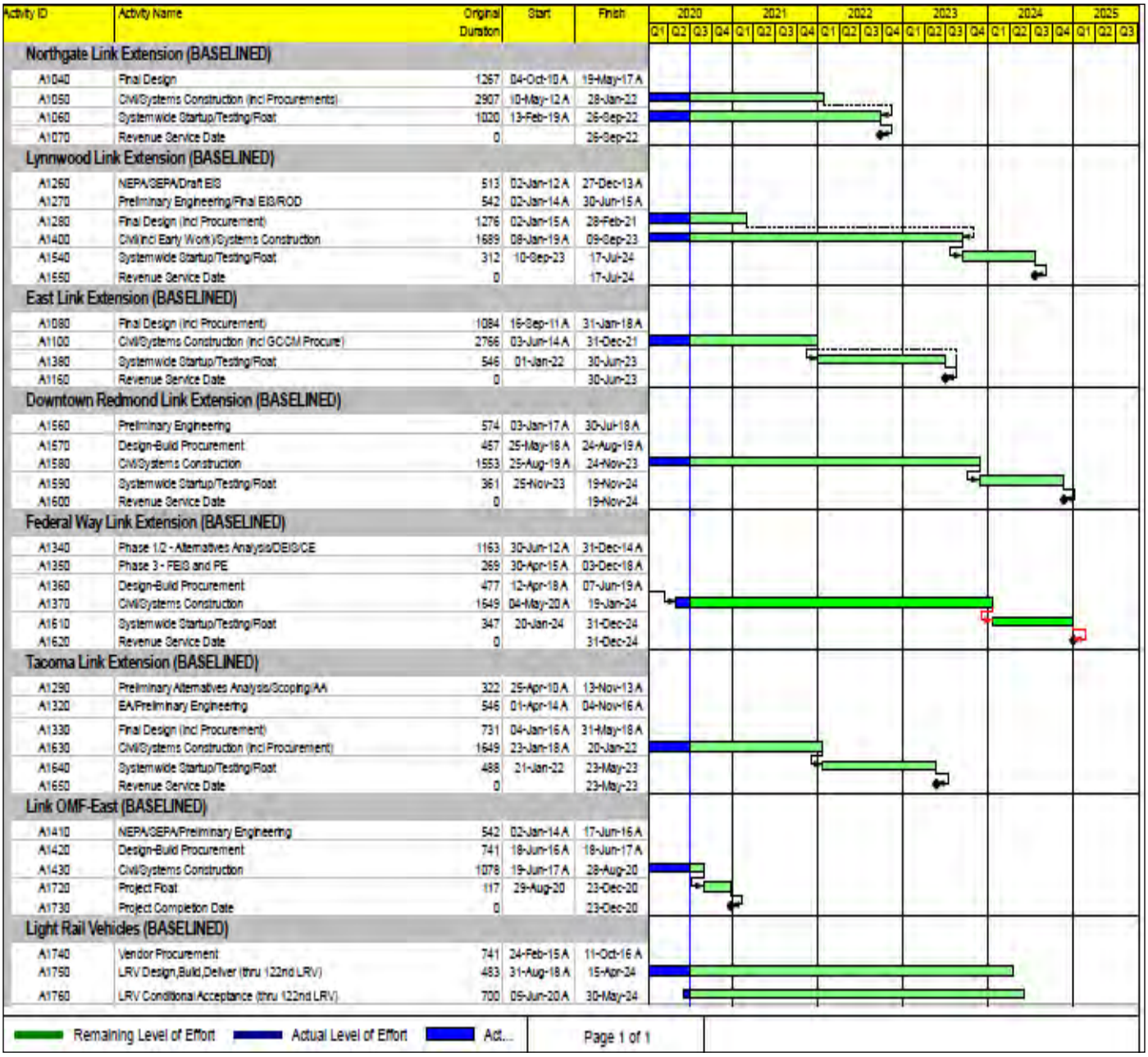
Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Everett Link Extension	$185.0	$18.1	$6.6	$185.0	$0.0
Northgate Link Extension	$1,899.8	$1,734.0	$1,710.5	$1,847.3	$52.5
Lynnwood Link Extension	$2,771.6	$2,439.3	$1,316.4	$2,771.6	$0.0
NE 130th Infill Station	$28.9	$19.2	$14.7	$28.9	$0.0
I-90 Two– Way Transit & HOV	$207.6	$209.7	$199.7	$207.6	$0.0
East Link Extension	$3,677.2	$3,183.9	$2,951.4	$3,677.2	$0.0
Downtown Redmond Link Ext.	$1,530.0	$948.9	$367.1	$1,530.0	$0.0
West Seattle and Ballard Link Ext.	$285.9	$116.1	$105.0	$285.9	$0.0
Federal Way Link Extension	$2,451.5	$1,748.5	$808.4	$2,451.5	$0.0
Hilltop Tacoma Link Extension	$252.7	$217.7	$171.5	$252.7	$0.0
Tacoma Dome Link Extension	$125.7	$64.6	$47.3	$125.7	$0.0
Link O & M Facility: East	$449.2	$374.6	$372.9	$449.2	$0.0
LRV Fleet Expansion	$740.7	$678.0	$318.9	$740.7	$0.0
Total Link	**$14,605.9**	**$11,752.4**	**$8,390.4**	**$14,553.4**	**$52.5**

Program Schedule

Schedules for active projects are summarized below. Projects in the re-alignment process are not shown.



Activity ID	Activity Name	Original Duration	Start	Finish
Northgate Link Extension (BASELINED)				
A1040	Final Design	1267	04-Oct-10 A	19-May-17 A
A1050	Civil/Systems Construction (incl Procurements)	2907	10-May-12 A	28-Jan-22
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	26-Sep-22
A1070	Revenue Service Date	0		26-Sep-22
Lynnwood Link Extension (BASELINED)				
A1260	NEPA/SEPA/Draft EIS	513	02-Jan-12 A	27-Dec-13 A
A1270	Preliminary Engineering/Final EIS/ROD	542	02-Jan-14 A	30-Jun-15 A
A1280	Final Design (incl Procurement)	1276	02-Jan-15 A	28-Feb-21
A1400	Civil(incl Early Work)/Systems Construction	1689	08-Jan-19 A	09-Sep-23
A1540	Systemwide Startup/Testing/Float	312	10-Sep-23	17-Jul-24
A1550	Revenue Service Date	0		17-Jul-24
East Link Extension (BASELINED)				
A1080	Final Design (incl Procurement)	1084	16-Sep-11 A	31-Jan-18 A
A1100	Civil/Systems Construction (incl GC/CM Procure)	2766	03-Jun-14 A	31-Dec-21
A1380	Systemwide Startup/Testing/Float	546	01-Jan-22	30-Jun-23
A1160	Revenue Service Date	0		30-Jun-23
Downtown Redmond Link Extension (BASELINED)				
A1560	Preliminary Engineering	574	03-Jan-17 A	30-Jul-18 A
A1570	Design-Build Procurement	457	25-May-18 A	24-Aug-19 A
A1580	Civil/Systems Construction	1553	25-Aug-19 A	24-Nov-23
A1590	Systemwide Startup/Testing/Float	361	25-Nov-23	19-Nov-24
A1600	Revenue Service Date	0		19-Nov-24
Federal Way Link Extension (BASELINED)				
A1340	Phase 1/2 - Alternatives Analysis/DEIS/CE	1163	30-Jun-12 A	31-Dec-14 A
A1350	Phase 3 - FEIS and PE	369	30-Apr-15 A	03-Dec-18 A
A1360	Design-Build Procurement	477	12-Apr-18 A	07-Jun-19 A
A1370	Civil/Systems Construction	1649	04-May-20 A	19-Jan-24
A1610	Systemwide Startup/Testing/Float	347	20-Jan-24	31-Dec-24
A1620	Revenue Service Date	0		31-Dec-24
Tacoma Link Extension (BASELINED)				
A1290	Preliminary Alternatives Analysis/Scoping/AA	322	25-Apr-10 A	13-Nov-13 A
A1320	EA/Preliminary Engineering	546	01-Apr-14 A	04-Nov-16 A
A1330	Final Design (incl Procurement)	731	04-Jan-16 A	31-May-18 A
A1630	Civil/Systems Construction (incl Procurement)	1649	23-Jan-18 A	20-Jan-22
A1640	Systemwide Startup/Testing/Float	488	21-Jan-22	23-May-23
A1650	Revenue Service Date	0		23-May-23
Link OMF-East (BASELINED)				
A1410	NEPA/SEPA/Preliminary Engineering	542	02-Jan-14 A	17-Jun-16 A
A1420	Design-Build Procurement	741	18-Jun-16 A	18-Jun-17 A
A1430	Civil/Systems Construction	1078	19-Jun-17 A	28-Aug-20
A1720	Project Float	117	29-Aug-20	23-Dec-20
A1730	Project Completion Date	0		23-Dec-20
Light Rail Vehicles (BASELINED)				
A1740	Vendor Procurement	741	24-Feb-15 A	11-Oct-16 A
A1750	LRV Design,Build,Deliver (thru 122nd LRV)	483	31-Aug-18 A	15-Apr-24
A1760	LRV Conditional Acceptance (thru 122nd LRV)	700	09-Jun-20 A	30-May-24

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Project Summary

Scope

Limits The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and downtown Everett.

Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget $185 Million (Project Development—Phase 1 Alternatives Development)

Schedule Revenue Service: Open for Service date will depend on Board direction from realignment process.



Map of Everett Link Extension

Key Project Activities

- CEO Rogoff presentation to Snohomish City Council.
- Check in with Congress member Larsen's community Engagement Liaison to give update on realignment process.
- Discussion with Paine Field Airport on EVLE.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit and WSDOT regarding Alternatives Development process.

Project Cost Summary

The Everett Link Extension and OMF North project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In June 2021, $0.75M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$34.2	$2.2	$2.0	$34.2	$0.0
Preliminary Engineering	$125.5	$14.9	$3.8	$125.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.1	$0.1	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$11.1	$0.3	$0.1	$11.1	$0.0
Total	**$185.0**	**$18.1**	**$6.6**	**$185.0**	**$0.0**

Risk Management

The Everett Link Extension and OMF North project team has initiated a risk identification and management process. The project meets to discuss quarterly, and implements mitigation action items for risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

The most recent Quarterly Risk Review Workshop was held in Mar 2021. The following are the top project wide risks:

- ST3 estimate did not account for all potential capital component and programming needs.
- Unknown engineering challenges over lengthy and varied geography.
- Limitations on partner capacity may affect schedule.
- Delays in forming Community Advisory Group and Elected Leadership Group due to realignment may affect alternatives development process and schedule.
- Potential changes (e.g. additional site area) for OMF North may result in schedule and/or cost changes.
- Balancing potential programming needs/requests with system-wide needs.
- Site selection for OMF North and consensus with partners will be challenging.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. Through this period, the project has experienced six months of delay within the conceptual engineering phase of design which is associated with COVID-19 related impacts and which has the potential to delay the overall project schedule.

Revenue Service Date(s) will depend on Board direction from realignment process.

Community Engagement

- Community Conversations with United Way of Snohomish County, Snohomish Ebony PAC (SEPAC)/NAACP Snohomish County/Community of Color Coalition (C3), Housing Hope.
- Check in with Congress member Larsen's community Engagement Liaison to give update on realignment process.
- Everett's Diversity Advisory Board briefing on June 21.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to close as the project work for 2021 occurs.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	8.9	(9.6)
Consultants	34.0	17.7	(16.3)
TOTAL	52.5	26.6	(25.9)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

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Project Summary

Scope

Limits The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.

Alignment The extension begins at UW Station, continues under UW campus, then north to a portal at NE 94th Street, then transitioning to an aerial structure north to Northgate Mall.

Stations U District Station (UDS)

Roosevelt Station (RVS)

Northgate Station and Parking Garage

Systems Signals, track electrification, and SCADA communications

Phase Construction

Budget $1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140):** Commissioning testing on the Fire Alarm Control Panel and Access Control is pending completion of N830 work.
- **Roosevelt Station (N150):** Contractor continues punchlist items and preventative maintenance activities.
- **Northgate Station (N160): Station:** Absher continues work on punchlist corrections and is currently 99% complete with the punchlist.
- **Systems (N830):** Ninety-five percent of communications testing is complete. Transfer Trip testing at the substations will commence in early July. Teams are starting the final set of integrated testing. Training has commenced on signaling and SCADA.
- **Environmental:** Environmental and safety site walks conducted on all Northgate contracts.

Closely Monitored Issues

N140, N150 and N160 – Coordinating Seattle Fire Department final inspection of Fire Suppression System.

N830 Systems – Electro Magnetic Interference (EMI) feeder cable failure, repair, and installation of Steady Arms will delay final live wire testing to mid-July. N11 Updated operating agreement with UW related to vibration and electromagnetic interference is scheduled for completion at end of June 2021.

Project Cost Summary

The project cost is summarized in two cost categories. The first table summarizes cost in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) for the project as of this reporting period is $1,847.3M, which is $52.5M below the current project budget, unchanged since last period. This period, approximately $6.5M was incurred, mostly on the active construction and construction management contracts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$144.9	$130.4	$95.9	$95.4	$124.9	$5.5
Preliminary Engineering	$15.1	$15.1	$15.1	$15.1	$15.1	$0.0
Final Design	$132.2	$137.2	$120.8	$118.8	$132.0	$5.2
Construction Services	$118.3	$118.3	$104.1	$103.1	$111.8	$6.6
3rd Party Agreements	$11.8	$11.8	$8.7	$7.4	$11.0	$0.8
Construction	$1,343.0	$1,352.5	$1,287.6	$1,268.8	$1,341.6	$11.0
ROW	$112.3	$112.3	$101.9	$101.9	$111.0	$1.3
Project Contingency	$22.2	$22.2	$0.0	$0.0	$0.0	$22.2
Total	**$1,899.8**	**$1,899.8**	**$1,734.0**	**$1,710.5**	**$1,847.3**	**$52.5**

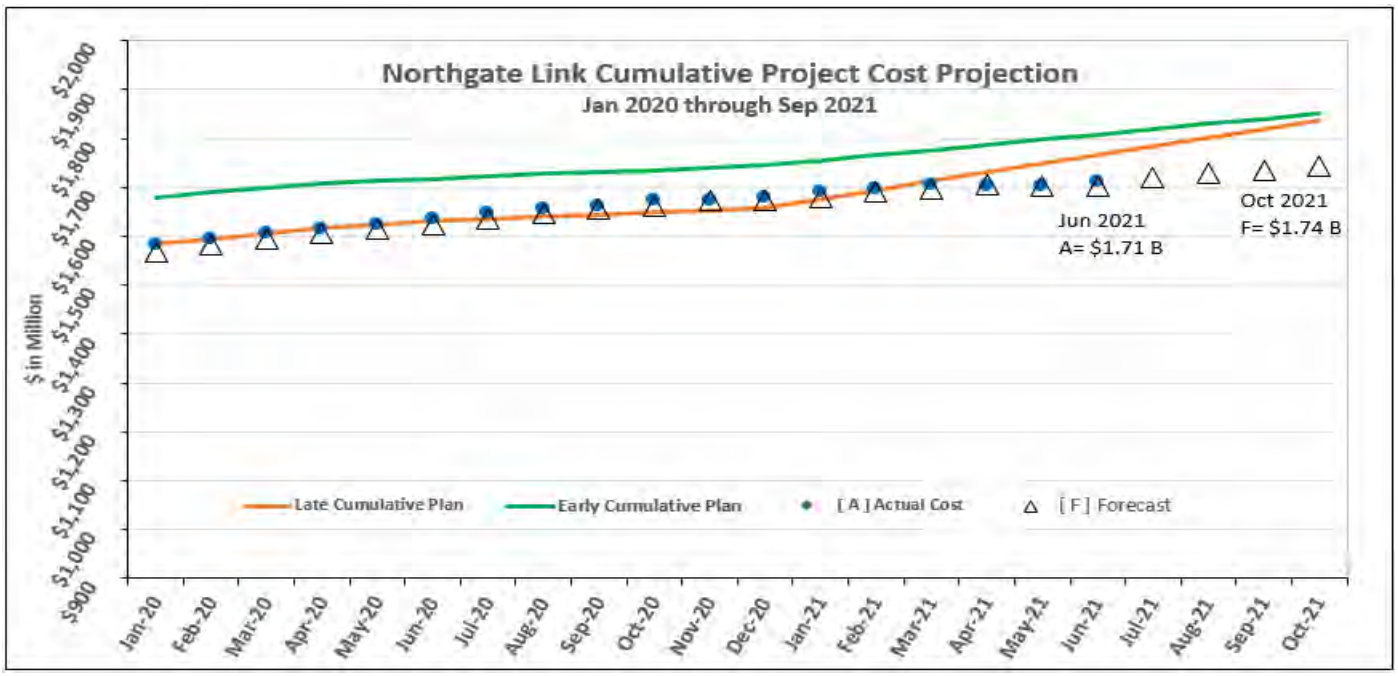
Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$595.6	$513.7	$517.2	$514.2	$521.3	-$7.6
20 Stations	$376.1	$441.2	$456.4	$452.4	$462.2	-$21.1
30 Support Facilities: Yard, Shop	$5.3	$6.1	$6.5	$6.5	$6.5	-$0.3
40 Sitework & Special Conditions	$140.8	$233.8	$181.4	$175.4	$187.8	$46.0
50 Systems	$110.9	$101.5	$109.6	$105.9	$117.2	-$15.7
Construction Subtotal (10 - 50)	**$1,228.7**	**$1,296.4**	**$1,271.1**	**$1,254.4**	**$1,295.0**	**$1.4**
60 Row, Land, Improvements	$119.9	$110.9	$101.9	$101.9	$111.0	-$0.1
70 Vehicles	$0.0	$0.0	$0.2	$0.2	$0.2	-$0.2
80 Professional Services	$420.7	$424.6	$360.9	$354.1	$423.9	$0.7
90 Contingency	$130.4	$67.9	$0.0	$0.0	$17.3	$50.7
Total (10 - 90)	**$1,899.8**	**$1,899.8**	**$1,734.0**	**$1,710.5**	**$1,847.3**	**$52.5**

Project Cash Flow Projection

The Northgate Link cost aligns with the planned expenditures as construction activities continue.

Total project cost to date reached $1.71B of which about $1.27B (74%) is attributed to construction. The project cost is forecast to reach $1.74B by October, 2021, by the time the project opens for Revenue Service.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The top project-wide risks are:

- Electrical issue at EMI cable splice may have additional consequences or require a complicated fix.
- Coordination or inspection issues could occur with SDCI related to closing out of permits.
- Two light poles require relocation which requires coordination with SCL.
- Delay final SIT test (506) until Pre-Revenue Service which causes disruption or delay of service, testing, or closeout of documentation. Risk is since this is one of the last activities, any bugs may cause schedule delays.
- Live wire arcing in the tunnels may delay testing of LRVs. This may or may not impact RSD.
- Seattle Department of Construction and Inspections (SDCI, or formerly DPD) or Seattle Fire Department will revise fire and life safety codes, or there may be other issues such as different code interpretations that result in additional ventilation, egress, or mechanical and electrical requirements at stations.
- Electrical distribution system was not fully coordinated throughout the tunnel and the station interface, which resulted in some scope gap. This will result in a potential fix and project wide change for N830 and the civil contracts.
- Late design changes from Systems or 3rd parties (Civil/Operations) may delay systems work or impact coordination and integration.

Contingency Management

The Northgate Link project budget was baselined in 2012 with a total contingency of $396.2M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA has been fully depleted and all major contracts have been awarded.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

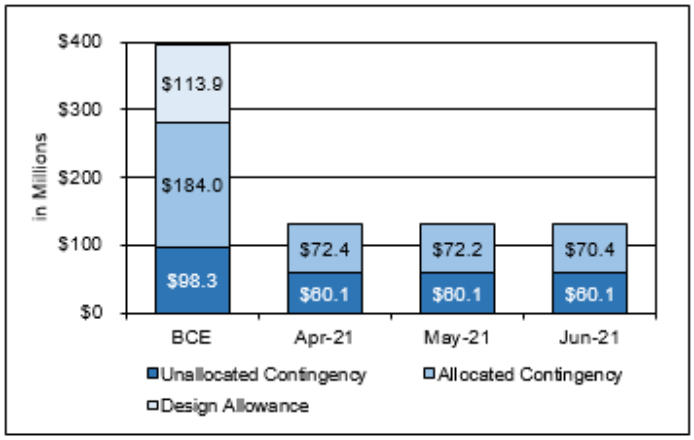
In this period, AC reduced by $1.8M due to construction change orders. UAC remained unchanged. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)

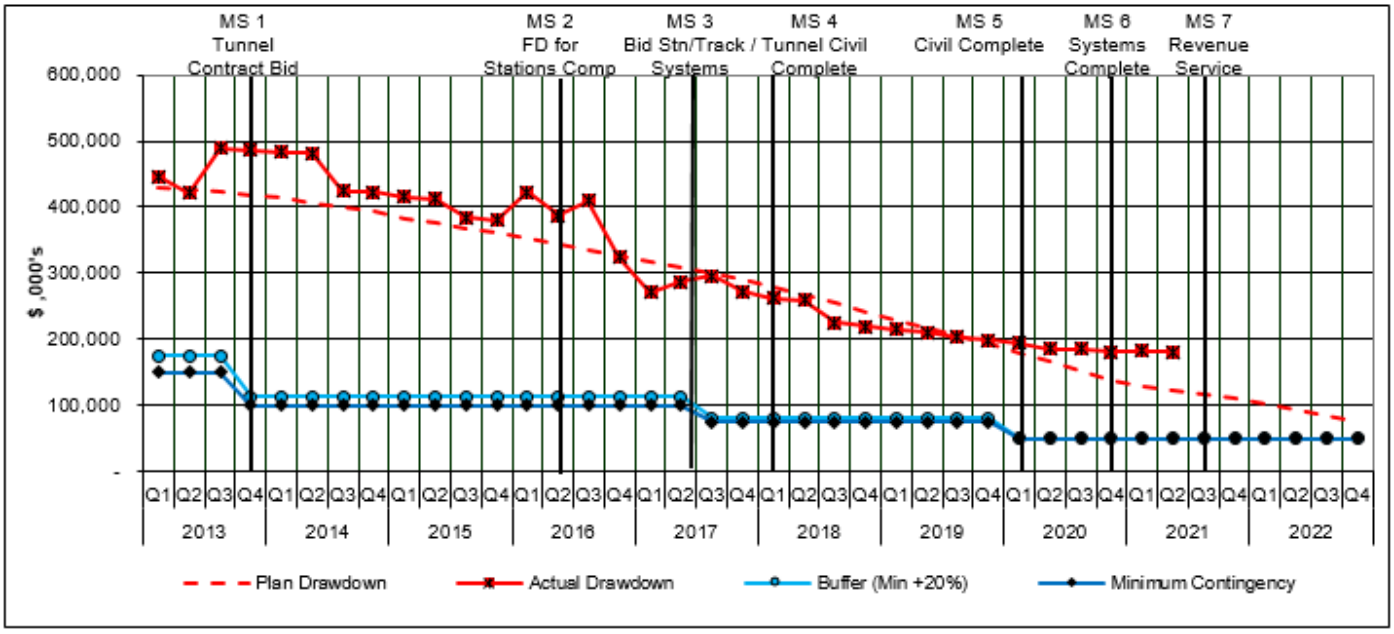
Type	Baseline		Currrent Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$113.9	6.0%	$0.0	0.0%
Allocated Contingency	$184.0	9.7%	$70.4	51.5%
Unallocated Contingency	$98.3	5.2%	$60.1	44.0%
Total:	**$396.2**	**20.9%**	**$130.5**	**95.4%**

Table figures are shown in millions.

Contingency by Type



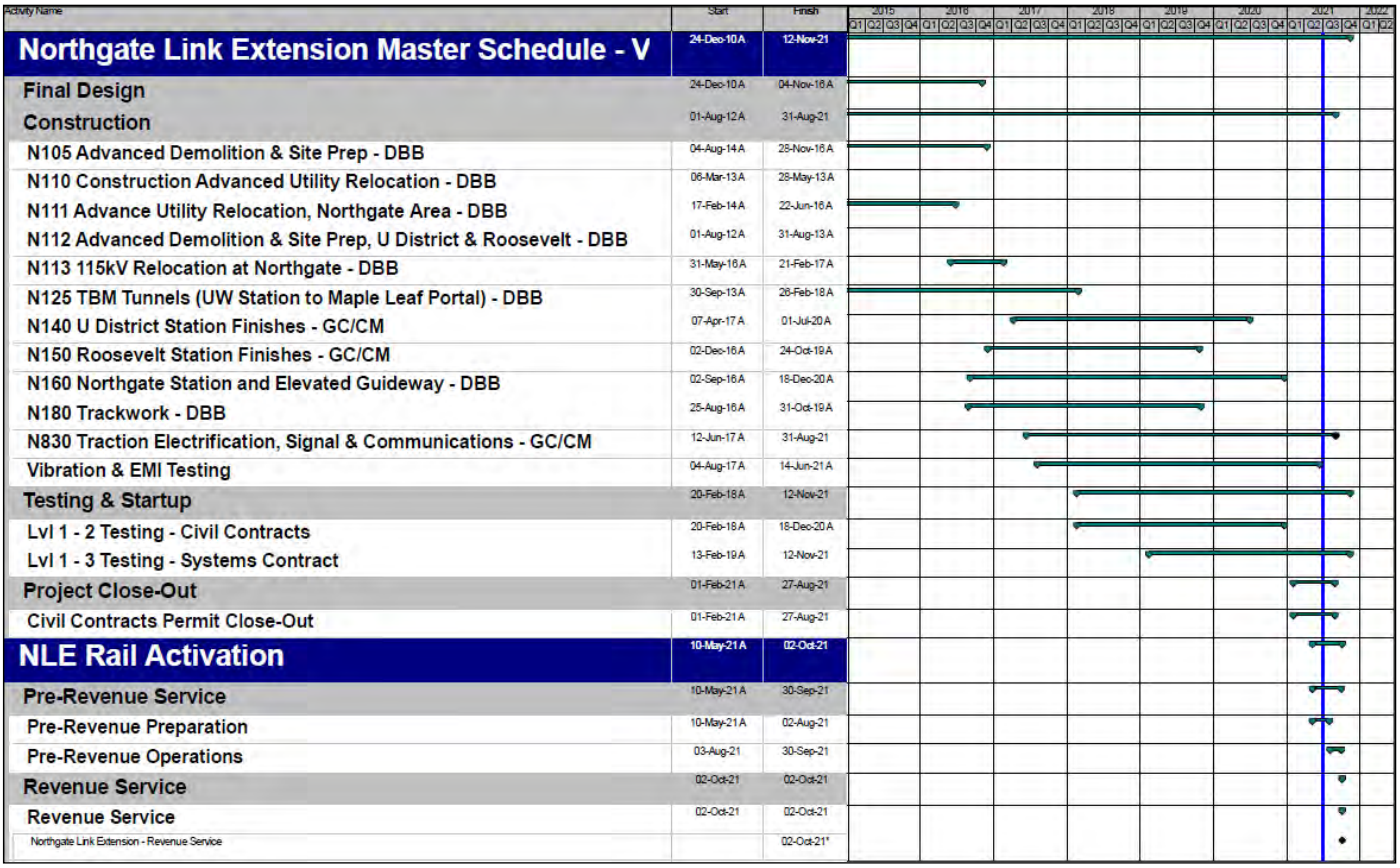
Contingency Drawdown (Quarterly)



Project Schedule

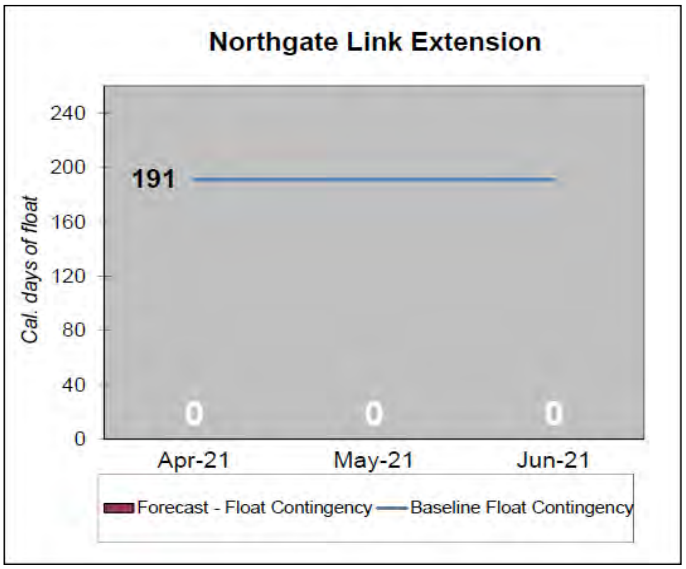
In June 2021, the physical percent complete for all Northgate Link construction contracts is at 99.5% . The work is focused on completion of civil changes and punchlist, as well as completion of systems testing. The October 2, 2021, Opening Day remains the current forecast date, with the project team continuing to work toward the beginning of August to start Pre-Revenue service.

Activity Name	Start	Finish
Northgate Link Extension Master Schedule - V	24-Dec-10 A	12-Nov-21
Final Design	24-Dec-10 A	04-Nov-16 A
Construction	01-Aug-12 A	31-Aug-21
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14 A	28-Nov-16 A
N110 Construction Advanced Utility Relocation - DBB	06-Mar-13 A	28-May-13 A
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14 A	22-Jun-16 A
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12 A	31-Aug-13 A
N113 115kV Relocation at Northgate - DBB	31-May-16 A	21-Feb-17 A
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13 A	26-Feb-18 A
N140 U District Station Finishes - GC/CM	07-Apr-17 A	01-Jul-20 A
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16 A	24-Oct-19 A
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16 A	18-Dec-20 A
N180 Trackwork - DBB	25-Aug-16 A	31-Oct-19 A
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	31-Aug-21
Vibration & EMI Testing	04-Aug-17 A	14-Jun-21 A
Testing & Startup	20-Feb-18 A	12-Nov-21
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18 A	18-Dec-20 A
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	12-Nov-21
Project Close-Out	01-Feb-21 A	27-Aug-21
Civil Contracts Permit Close-Out	01-Feb-21 A	27-Aug-21
NLE Rail Activation	10-May-21 A	02-Oct-21
Pre-Revenue Service	10-May-21 A	30-Sep-21
Pre-Revenue Preparation	10-May-21 A	02-Aug-21
Pre-Revenue Operations	03-Aug-21	30-Sep-21
Revenue Service	02-Oct-21	02-Oct-21
Revenue Service	02-Oct-21	02-Oct-21
Northgate Link Extension - Revenue Service		02-Oct-21



Project Float

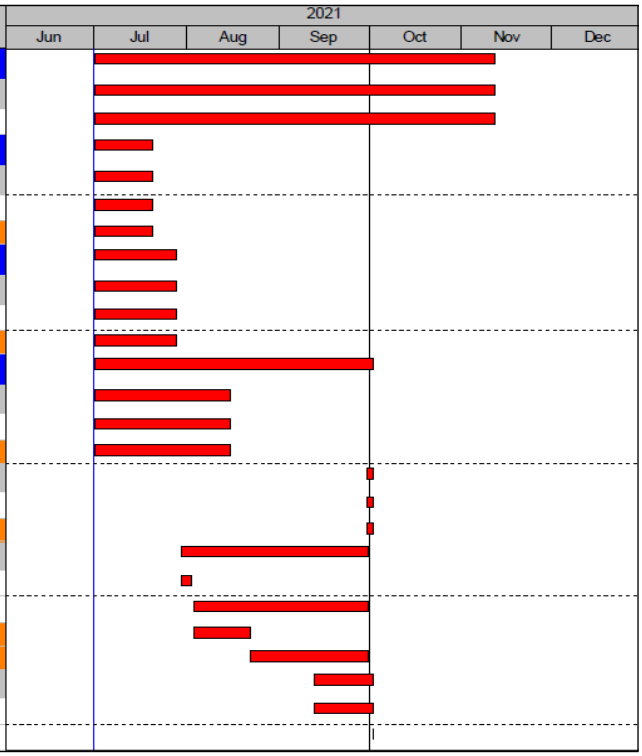
The Northgate Master Schedule no longer carries project float as a result of the announcement of a fixed opening date. Any calculated float exists only between the completion of tasks by the contractors and ST staff, and the start of Pre-Revenue Service, as well the Opening Day of October 2nd.



Critical Path Analysis

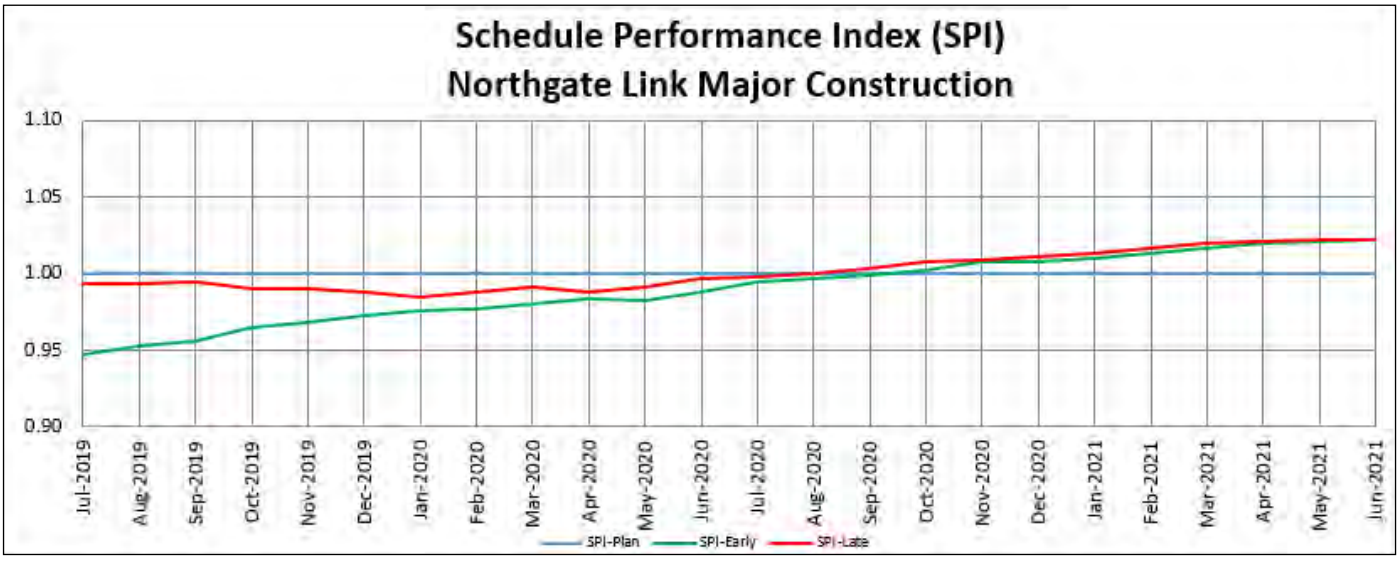
The critical path for Northgate Link is driven by the completion of System Integration Tests needed prior to the start of Pre-Revenue Testing. Pre-Revenue operations are scheduled to start August 2nd with Planning for Opening day continuing to target October 2nd date.

Activity ID	Activity Name	Start	Finish
	Northgate Link Extension Master Schedule - V1	13-Feb-19 A	12-Nov-21
	Testing & Startup	13-Feb-19 A	12-Nov-21
	Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	12-Nov-21
	N160 - Northgate Station Finishes	31-Jul-19 A	20-Jul-21
	2.00 - Procurement	31-Jul-19 A	20-Jul-21
	2.40 - Long Lead Materials	31-Jul-19 A	20-Jul-21
	Long Lead Materials	31-Jul-19 A	20-Jul-21
	N830 - Northgate Systems Installation	11-Jun-20 A	28-Jul-21
	N830 Project	11-Jun-20 A	28-Jul-21
	N830 Construction	11-Jun-20 A	28-Jul-21
	N830 Testing and Commissioning	11-Jun-20 A	28-Jul-21
	NLE Rail Activation	29-Jan-21 A	02-Oct-21
	TASK 07 - Safety and Security	29-Jan-21 A	15-Aug-21
	Project Hazard Analysis	29-Jan-21 A	15-Aug-21
	Operational Hazard Analysis (OHA)	29-Jan-21 A	15-Aug-21
	TASK 10 - Public Information/Relations	30-Sep-21	02-Oct-21
	Plans & Procedures, Rider Information Plan	30-Sep-21	02-Oct-21
	Opening Ceremony and Events	30-Sep-21	02-Oct-21
	Pre-Revenue Service	30-Jul-21	30-Sep-21
	Pre-Revenue Preparation	30-Jul-21	02-Aug-21
	Pre-Revenue Operations	03-Aug-21	30-Sep-21
	Operator Preparation	03-Aug-21	22-Aug-21
	Simulated Revenue Service/Drills/Upsets	22-Aug-21	30-Sep-21
	Revenue Service	12-Sep-21	02-Oct-21
	Revenue Service Preparation	12-Sep-21	02-Oct-21
	Revenue Service	02-Oct-21	02-Oct-21



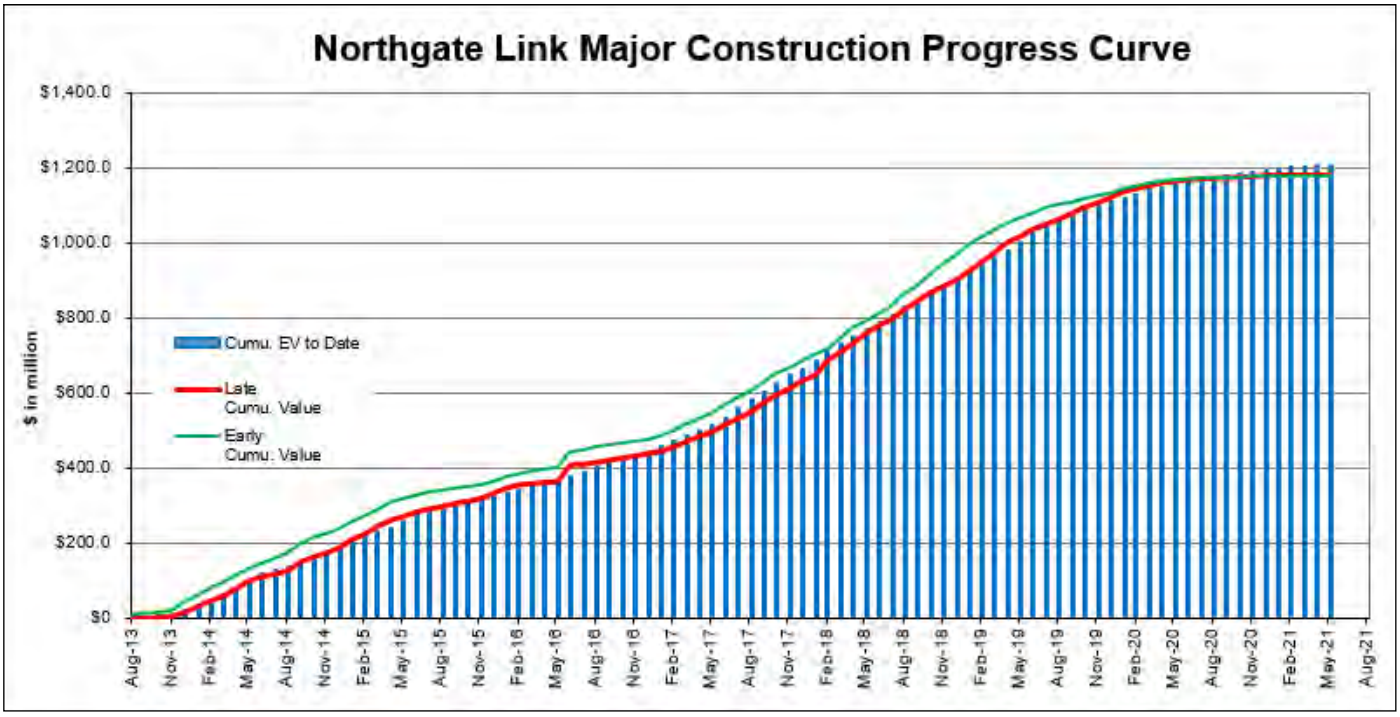
Schedule Performance Index

The early Schedule Performance Index (SPI) for the project remained at 1.02 for this period, and the late SPI remained at 1.02, showing that in general, performance remains on, or very close to plan.



Cost Progress Analysis

Overall Northgate Link major construction percent complete analysis is based on a weighted measurement among the six major construction contracts' schedules, durations and costs. The graph below shows the aggregate cost progression for these construction contracts is trending toward the early projection as drawn from the master schedule.



Community Engagement

- Notified community about Montlake Blvd nighttime closure for noise and vibration monitoring.
- Sent construction alert to Northgate Link project list regarding night time work, testing public address system at all of the stations.
- Hosted two community photo shoots at Northgate Station for opening marketing signage.
- Answered emails and phone calls regarding Northgate Link opening date, bus restructures and connections.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects actuals from January 2021 till current reporting month. Project staff support has scaled down faster than anticipated as major civil construction contracts near completion. For the 29 consultant FTEs, we planned for 4 design (including Design Services during Construction) and 25 for construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	29	(13)
Consultants	29	29	0
TOTAL	71	58	(13)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	Jun-21	Year to Date	Project to Date
Recordable Injury/Illness Cases	0.00	1.00	115.00
Days Away From Work Cases	0.00	0.00	6.00
Total Days Away From Work	0.00	0.00	397.00
First Aid Cases	0.00	0.00	187.00
Reported Near Mishaps	0.00	1.00	147.00
Average Number of Employees on Worksite	19.00	-	-
Total # of Hours (GC & Subs)	3,016.00	28,155.00	5,224,389.00
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0	7.1	4.4
LTI Rate	0	0	0.23
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: *Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

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Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

N105 Advance Demolition and Site Prep - Demolition of Key Bank Building, removal of underground storage tanks and remediation of contaminated soil at UDS. Demolition site and site prep at strip mall near the NG Station. (Complete)

N111 Advanced Utility Relocation at Northgate Area - Relocation of 26kV and communication lines at the Northgate Station vicinity. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area. (Complete)

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations. (Complete)

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station (Substantially Complete)

N150 Roosevelt Station Finishes – Civil and architectural finishes work for the Roosevelt Station (Substantially Complete)

N160 Northgate Station & Elevated Guideway & Parking Garage - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track. Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N180 Trackwork - Installation of all trackwork through two tunnels and three stations between UW Station and Northgate Station, including tail track. (Substantially Complete)

N830 Track Electrification, Signals, Communication System - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications.



Worker performing final paint touchups at platform level of Northgate Station.

Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion on April 3, 2020. Hoffman focused on the following activities through the end of June:

- Completed the Fare Paid Zone structural steel installation.
- Continued Tunnel Leak Remediation work.
- Completed the push button work at crosswalk on 45th street as well as sidewalk panel replacements.
- Continued preventative maintenance activities.

Next Period's Activities

- Complete relocation of SAFTPs and tile work.
- Complete cross passage electrical work.
- Continue work on change management and close-out documentation.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	$159,836,688
Change Order Value	$ 13,792,318
Current Contract Value	$ 173,629,006
Total Actual Cost (Incurred to Date)	$ 171,550,303
Percent Complete	99.4%
Authorized Contingency	$ 15,491,834
Contingency Drawdown	$ 13,792,318
Contingency Index	1.1

Contract N150 – Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion on September 24, 2019. Hoffman focused on the following activities through the end of June:

- Commenced the Fare Paid Zone tile work.
- Completed added Lighting at Platform Level.
- Continued preventative maintenance activities.

Next Period's Activities

- Complete relocation of SAFTPs and tile work.
- Commence reinstalling card readers.
- Continue work on change management and close-out documentation.

Closely Monitored Issues

- Nothing to report this week.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	$152,291,184
Change Order Value	$ 18,334,528
Current Contract Value	$ 70,625,712
Total Actual Cost (Incurred to Date)	$ 170,002,531
Percent Complete	99.9%
Authorized Contingency	$ 18,914,559
Contingency Drawdown	$ 18,334,528
Contingency Index	1.0

Contract N160 – Northgate Station, Elevated Guideway, and Parking Garage

Current Progress

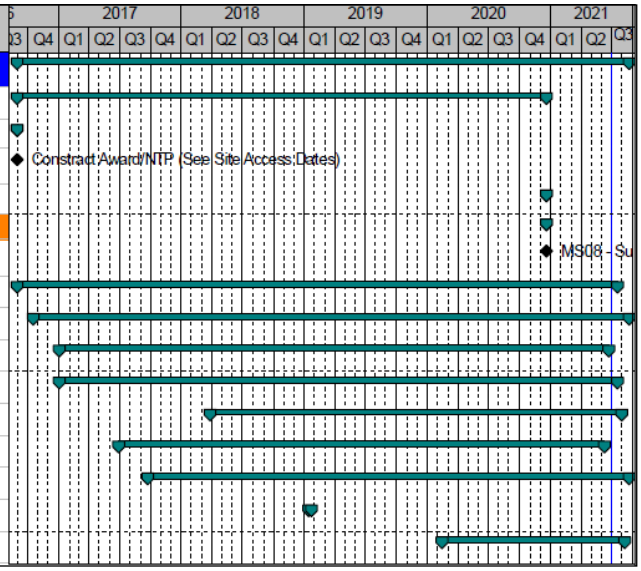
The N160 prime contractor, Absher Construction, and its various subcontractors are continuing work in all areas of the project. Accomplishments through the end of June include:

- Partial Substantial Completion was granted with a punchlist of the completed inspections. The remaining areas, which were not ready for Substantial Completion, have now since been inspected and added to the punchlist. Partial Acceptance as couple of system/areas are still being reviewed like Fall Protection, Fire Suppression/Clean Agent.
- Continued work at Main Station - Punchlist corrections, scheduling work for L9 and L2 pole relocation.
- Continued to work on rain garden curbs, placing formwork and replaced remaining tree grates.

Schedule Summary

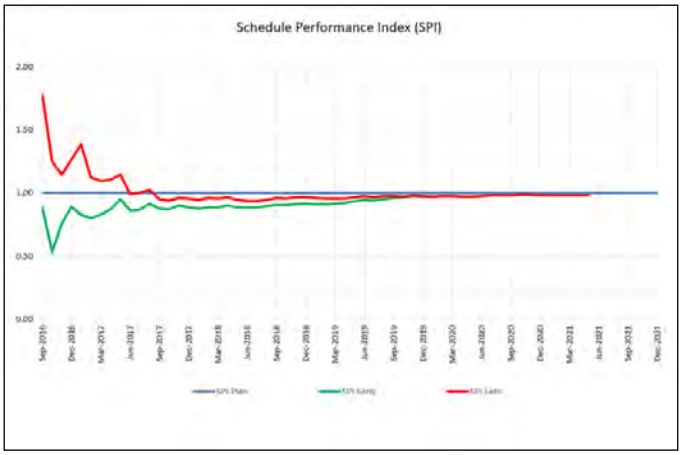
The project schedule update for June was received and is currently under review. Overall progress for the contract remains at 98%, due to added activities for changes. Absher continues to work on completion of the Fare Paid Zone, Sitework, punchlist items and change order work.

Activity Name	OD	RD	Start	Finish
N160 - Northgate Station Finishes	1282	37	01-Sep-16 A	23-Aug-21
1.00 - General Requirements	1087	0	01-Sep-16 A	18-Dec-20 A
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A
Constract Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A	
1.20 - Contractual Milestones	0	0	18-Dec-20 A	18-Dec-20 A
Absher Contract Milestones	0	0	18-Dec-20 A	18-Dec-20 A
MS08 - Substantial Completion [Site Access+1201d; 10/17/16, then by 1/30/20] Rev to 5/23/20 (CO-271)	0	0		18-Dec-20 A
2.00 - Procurement	791	13	02-Sep-16 A	20-Jul-21
3.00 - Preparatory Work	861	37	17-Oct-16 A	23-Aug-21
4.00 - Earthwork & Utilities	874	0	04-Jan-17 A	25-Jun-21 A
5.00 - Guideway (inc. Station Unit)	1160	13	03-Jan-17 A	20-Jul-21
6.00 - Station Finishes	966	20	27-Mar-18 A	29-Jul-21
7.00 - Garage	999	0	27-Jun-17 A	09-Jun-21 A
8.00 - At-Grade Restoration	992	37	22-Sep-17 A	23-Aug-21
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A
10.00 - Project Close-out	400	26	13-Feb-20 A	07-Aug-21



Schedule Performance Index

This period, the SPI early is 0.98 (same from last period) and the SPI late is at 0.98 (same from last period), indicating no change in performance since last month. However, the indices indicate that the contractor continues performing slightly behind plan when compared to the baseline schedule. Overall work progress has remained within 0.03 of its current trend over the last year.



Next Period's Activities

- Garage Warranty Work - Beginning work plan for stopping water infiltration.
- KCM Areas - Complete conduit routing for north tech pylon.
- Main Station - Elcon punchlist work.
- South Plaza - Completion of KCM punchlist items.
- MLP South - To remove N125 temporary power station, pending equipment removal by N830. Damaged gate pole to be repaired.
- Site drainage/Utility work - Planning meeting to discuss installation of new SWC log to prevent erosion.
- WSDOT Areas and Tree Mitigation Site - Maintenance only. Plant replacements to take place in Sept./Oct.

Closely Monitored Issues

Schedule

- Recap of Punch List items through 06/25/21 indicated that Contractor had responded to 98% of total, while CMC/EOR have approved 98%.
- All outstanding CNWD's are being tracked. After August 2nd, all remaining work will require track access permit review.

Quality

- Completion of NCRs 20-023 to 21-031 issued.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	$ 174,000,000
Change Order Value	$ 16,991,391
Current Contract Value	$ 190,991,391
Total Actual Cost (Incurred to Date)	$ 188,025,648
Percent Complete	98.6%
Authorized Contingency	$ 19,400,000
Contingency Drawdown	$ 16,991,391
Contingency Index	1.1



L9 - Prepping for Light Pole Base Installation

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Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones on October 31, 2019.

Final contract change order was executed in December and ST is now awaiting final billing to proceed with closeout activities.

Next Period's Activities

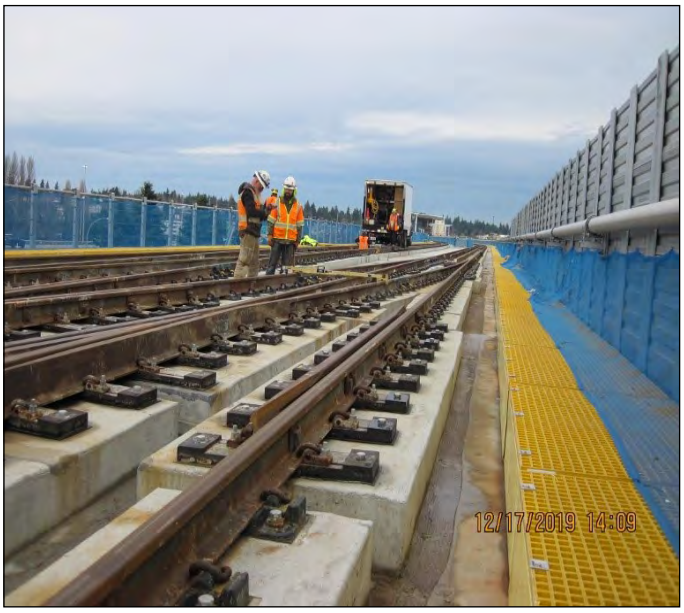
- Continue with the Final Acceptance process in progress to fully meet the conditions of GC Article 9.08.A.(iii)
- Certification of the final invoice, process and payment to commence after the process stated above is completed.

Closely Monitored Issues

- Communication and coordination between contracts is ongoing, monitoring related activities to bring the contract to a successful close-out.

Cost Summary

Present Financial Status	Amount
N180 Contractor - Stacy and Witbeck, Inc.	
Original Contract Value	$71,455,950
Change Order Value	$ 4,017,015
Current Contract Value	$75,472,965
Total Actual Cost (Incurred to Date)	$75,472,965
Percent Complete	100.0%
Authorized Contingency	$10,718,393
Contingency Drawdown	$ 4,017,015
Contingency Index	2.67



Closeout activities continue

Contract N830 – Northgate Link Systems, Heavy Civil GC/CM

Current Progress

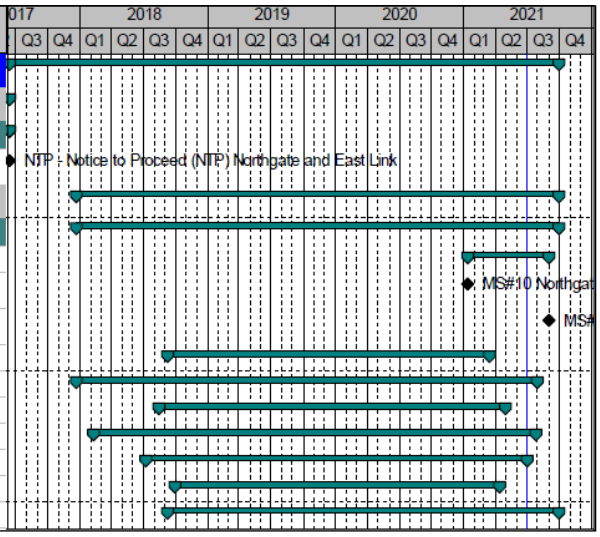
The N830 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Preformed testing on PA system and SCADA testing at U District Station (UDS).
- Preformed testing on PA system, and fiber at Roosevelt Station (RVS).
- Preformed testing on PA system, communication equipment and SCADA, punchlist items and install VMS equipment at Northgate Station (NGS).

Schedule Summary

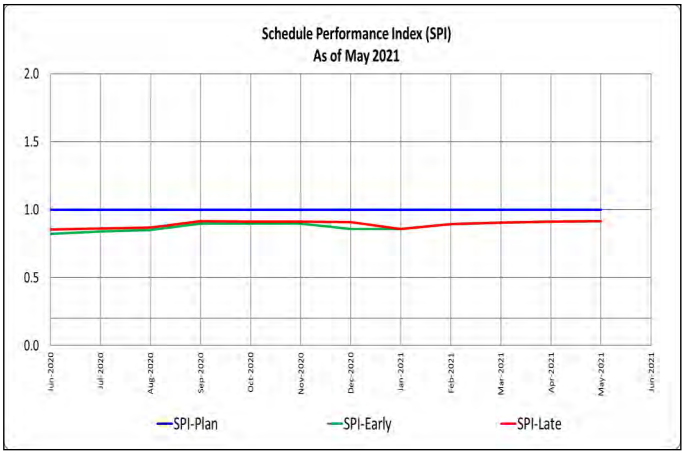
The N830 contractor's June 2021 update has been submitted and it under review. The work is now 96.4% complete. The critical path for the contract continues to be driven by the SIT testing and subsequent completion of test reports. Work needed to complete for Pre-Revenue is scheduled to complete by the end of July. ST and MEC are working closely to coordinate the final testing activities and prepare for handover to ST Operations and Facilities.

Activity Name	OD	RD	Start	Finish
N830 - Northgate Systems Installation	1161	63	12-Jun-17 A	29-Sep-21
General	0	0	12-Jun-17 A	12-Jun-17 A
Key Dates	0	0	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	0	0	12-Jun-17 A	
N830 Project	1029	63	20-Dec-17 A	29-Sep-21
N830 Construction	1029	63	20-Dec-17 A	29-Sep-21
N830 Milestones	233	0	11-Jan-21 A	31-Aug-21
MS#10 Northgate: Completion of limited NG Systems from UoW to UD Stations for EMI (03/08/21)	0	0		11-Jan-21 A
MS#05 Northgate: Substantial completion of Northgate Link systems (05/31/21)	0	0		31-Aug-21
N830 OCS	577	0	10-Sep-18 A	15-Mar-21 A
N830 Traction Power / Substations Procurement	890	19	20-Dec-17 A	28-Jul-21
N830 Signals	616	0	15-Aug-18 A	30-Apr-21 A
N830 Communications	998	17	10-Feb-18 A	26-Jul-21
N830 Radio	801	1	09-Jul-18 A	01-Jul-21
N830 Trunk Fiber	589	0	28-Sep-18 A	16-Apr-21 A
N830 Testing and Commissioning	771	63	07-Sep-18 A	29-Sep-21



Schedule Performance Index

Performance for May is shown as June has not been submitted. May SPI-Early is 0.91 (same as last period) and the SPI-Late is 0.91 (same as last period).



Next Period's Activities

- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Performing Testing and Commissioning at Northgate Station, U District Station and Roosevelt Station.

Closely Monitored Issues

- COVID-19 impacts continue to be fluid and is being monitored.
- Monitoring the completion of testing and commissioning the Train Control System (TCS).

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	$104,660,444
Change Order Value	$4,006,823
Current Contract Value	$106,738,695
Total Actual Cost (Incurred to Date)	$104,478,319
Percent Complete	95.7%
Authorized Contingency	$7,233,022
Contingency Drawdown	$4,006,823
Contingency Index	1.74

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents N830 Systems only.*



Install VMS equipment at Northgate Station.

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Link Light Rail
Lynnwood Link Extension

Project Summary

Scope

Limits North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center

Alignment Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.

Stations Shoreline South/148th

Shoreline North/185th

Mountlake Terrace

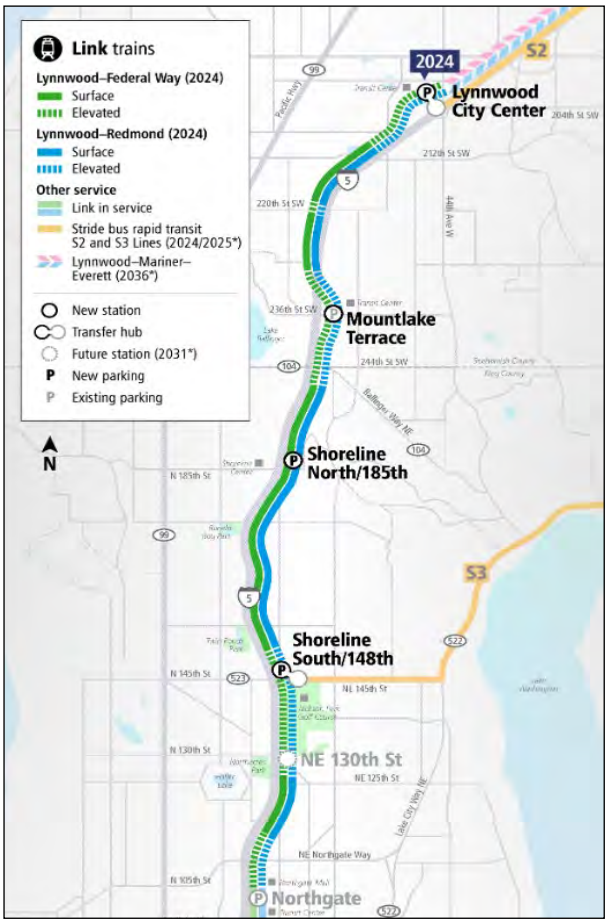
Lynnwood City Center

Systems Signals, traction power, communications, and SCADA.

Phase Construction

Budget $2.772 Billion (Baseline May 2018)

Schedule Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued concrete placement for column caps, placement of prestressed concrete girders and elevated deck concrete for the aerial guideway, in addition to continued wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th Station and Parking Garage, reaching the 6th level deck of the Garage with concrete deck placement and starting work on the station stairs (L200).
- Continued construction of the Shoreline North / 185th Station and Parking Garage with placement of concrete slab on grade and 1st level deck formwork (L200).
- Continued construction of the Mountlake Terrace Station, including station stair tower work and interior work on the ancillary buildings (L300).
- Continued construction of the Lynnwood City Center Station and Parking Garage with concrete placement at the station stair tower walls, elevator and escalators, and garage slab placement (L300).
- Continued formwork, rebar, and concrete placement for the long span overcrossing structure over I-5 (L300).
- Continued rail delivery (L200 and L300) and direct fixation rail installation (L200).
- Continued final design work for widening 200th Street SW in the City of Lynnwood.
- Continued submittal development and procurement of systems equipment (L800).

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In June 2021, $51.0M was incurred. The major project expenditures were for civil construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, permitting, and staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$48.8	$48.3	$98.2	$0.0
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$142.4	$131.8	$164.2	$0.0
Construction Services	$128.4	$128.4	$110.2	$60.3	$128.4	$0.0
3rd Party Agreements	$14.6	$17.6	$12.8	$10.4	$17.6	$0.0
Construction	$1,921.4	$2,094.6	$1,901.1	$855.5	$2,094.6	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$229.7	$184.9	$171.1	$229.7	$0.0
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,439.3**	**$1,316.4**	**$2,771.6**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,002.2	$680.8	$286.7	$794.1	$208.1
20 Stations	$333.8	$333.8	$412.5	$158.2	$432.4	-$98.7
30 Support Facilities	$2.0	$2.0	$0.1	$0.0	$2.0	$0.0
40 Sitework & Special Conditions	$421.1	$426.2	$603.0	$377.0	$563.9	-$137.7
50 Systems	$244.4	$244.4	$194.4	$27.6	$216.1	$28.3
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,008.5**	**$1,890.9**	**$849.7**	**$2,008.5**	**$0.0**
60 ROW, Land	$235.7	$229.7	$184.9	$171.1	$229.7	$0.0
70 Vehicles (Non-Revenue)	$1.4	$1.4	$0.0	$0.0	$1.4	$0.0
80 Professional Services	$449.3	$448.6	$363.4	$295.6	$448.6	$0.0
90 Unallocated Contingency	$292.2	$83.4	$0.0	$0.0	$83.4	$0.0
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,439.3**	**$1,316.4**	**$2,771.6**	**$0.0**

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

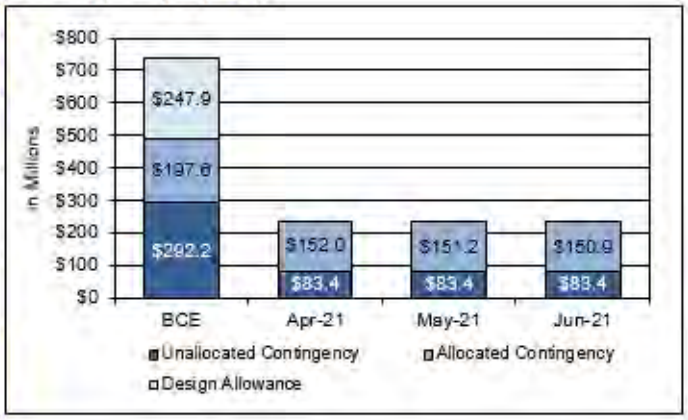
During the current period, Allocated Contingency decreased by a net amount of $361K for construction, and construction services change orders.

Contingency Status

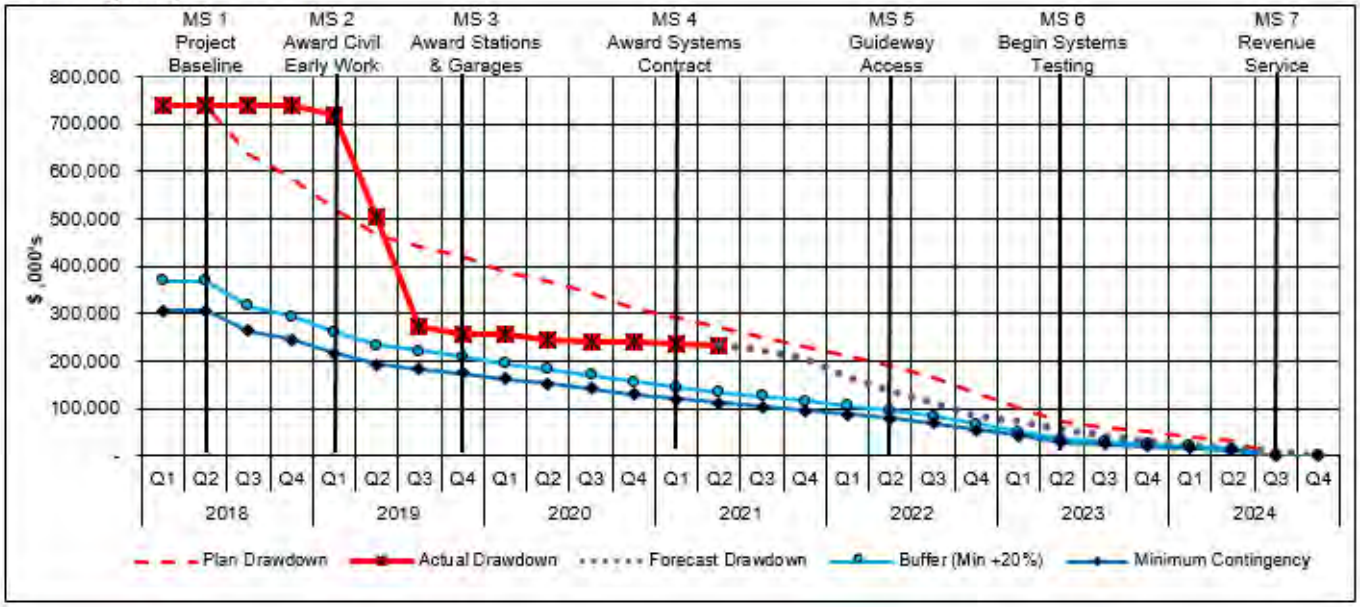
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$197.6	7.1%	$150.9	10.4%
Unallocated Contingency	$292.2	10.5%	$83.4	5.7%
Total:	**$737.7**	**26.6%**	**$234.3**	**16.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

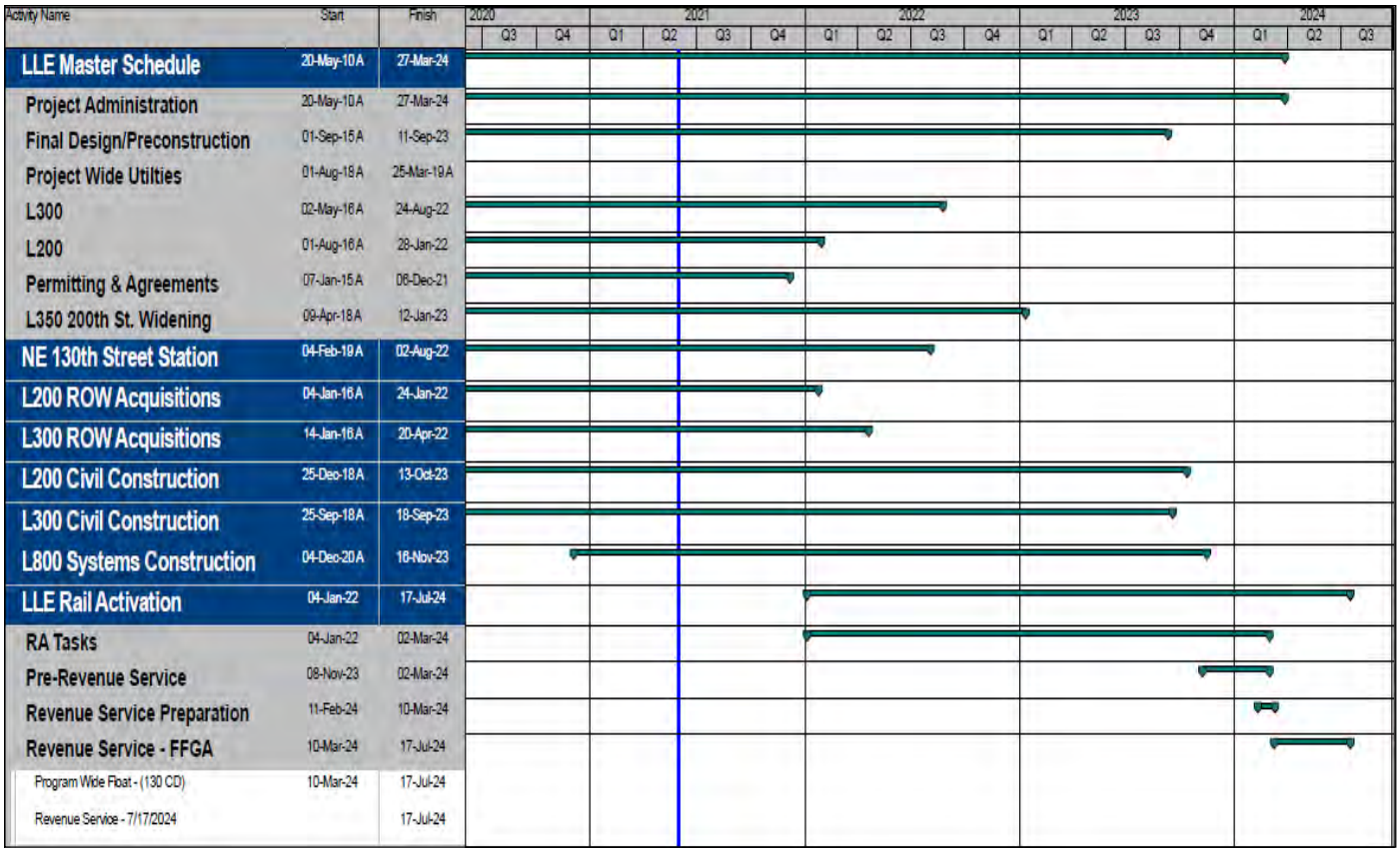
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The following are the top project risks:

- Availability and budget for ongoing design support during the construction phase.
- Availability of adequate electrical power for the Shoreline South / 148th station, garage and nearby Traction Power Substation (TPSS) in time to support testing in Q1 2022.
- Requests from third parties / AHJs for additional scope as part of permit inspections / approvals.
- Differing site conditions identified during construction.

Project Schedule

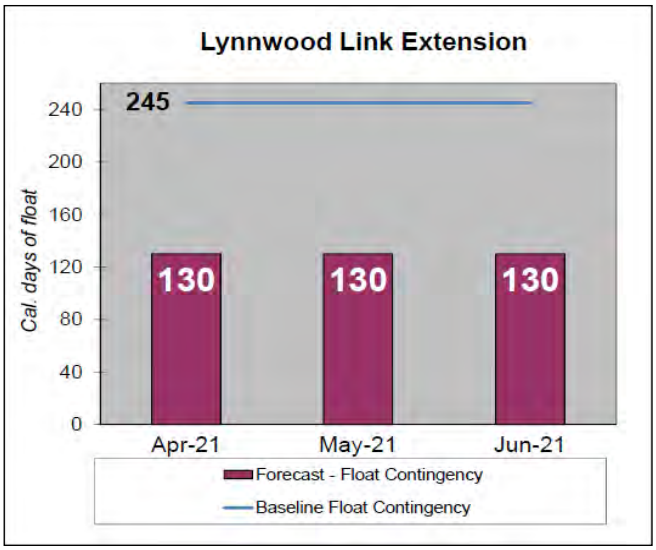
The June update maintains the July 2024 revenue service date. Program-wide float remains 130 days, driven by logic and sequencing in the L200 schedule. The driving path of the program is construction of the Shoreline South/148th station. The L300 contractor has not yet submitted an update for June. Reviews have been completed for the L200 and L800 schedule updates.



Project Float

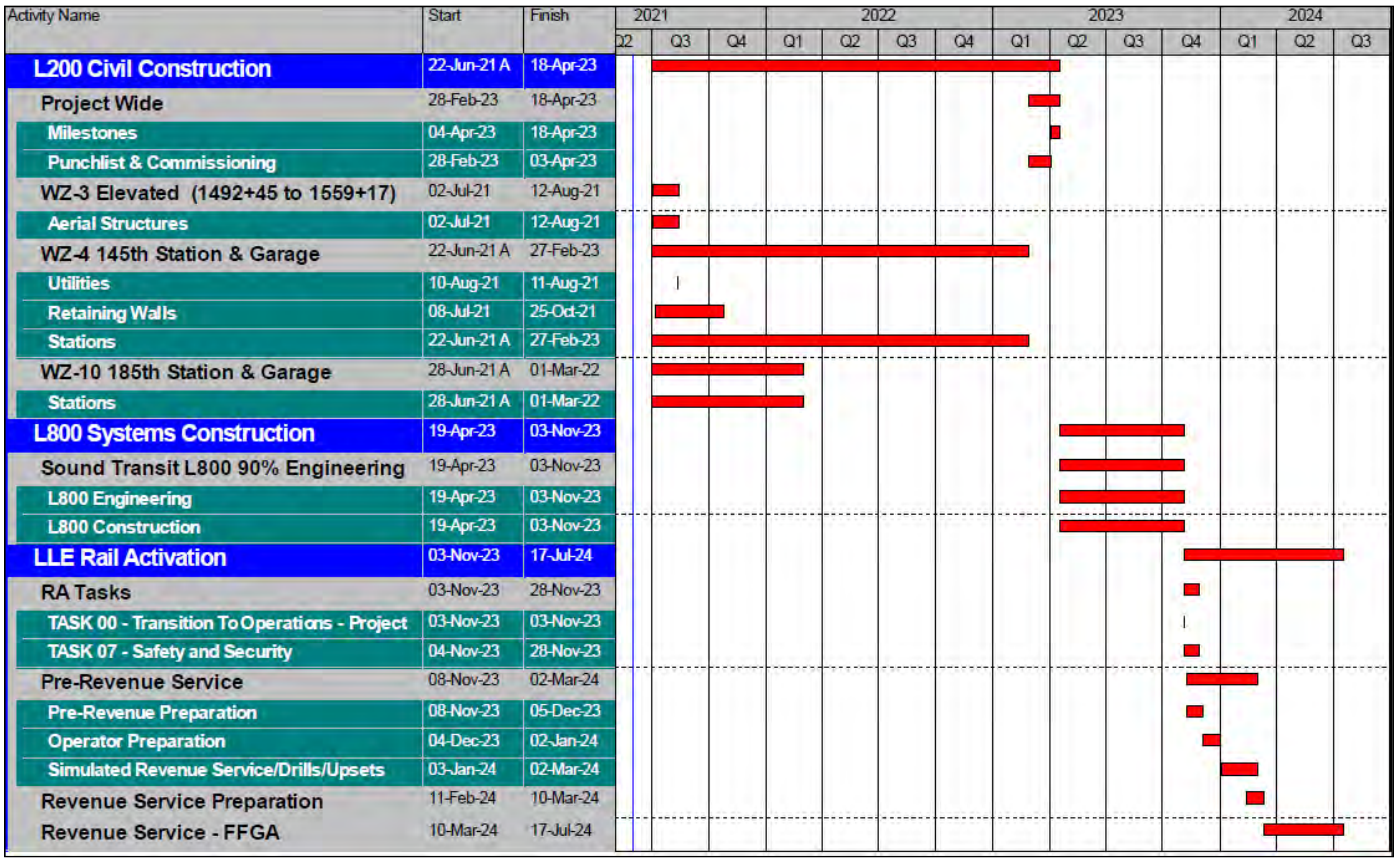
The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 130 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained relatively steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

The impact of the COVID-19 shutdown is continues to be assessed, and is not reflected in these figures.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The path currently runs through the Shoreline South/148th station, followed by construction of trackwork, and turnover of the guideway to the L800 contractor. Sound Transit is continuing to work with L200 contractor to resolve outstanding issues noted in the prior schedule submittals.



Community Engagement

Distributed construction alerts via project page, .gov list server, email and door to door for the following activities around the project site, including:

- Night time off-ramp closures, including closures of the NE 103rd, NE 107th, and northbound I-5 to NE 145th Street off-ramp (Exit 175) in Seattle, northbound I-5 ramps and highway for bridge construction over 236th Street SW in Mountlake Terrace, as well as on-ramp to SR 104 eastbound and NE 130th St. overpass and off-ramp.
- Overnight closures of 1st Ave, NE Northgate Way, and right (curb) lane closure on Northbound I-5 from NE 133rd Street to NE 155th Street for girder placement.
- Night work on NE 185th Street from 8th Ave NE to 5th Ave NE, near Shoreline Stadium in Shoreline.
- Night time closures of 220th Street SW and the Mountlake Terrace parking garage, as well as 44th Avenue W in Lynnwood.
- Interurban Trail closure near the Lynnwood Transit Center.
- Early construction work hours from NE 145th to NE 200th Street during high temperature days.

Community Engagement staff also coordinated four property owner meetings and installed Interurban Trail closure signage.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The Right-of-Way

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date *	Relocations Required	Relocations Completed to date
363	400	783	743	387	381

*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. The number of Offers Made are inclusive of offers made to separate owners or interest holders. These numbers will exceed the number of Board Approved parcels. Number of relocations exclude moves that are personal property only. *Total number of parcels available for construction = 322.*

Sound Transit Board Actions

Board Action	Description	Date
Motion No. M2021-37	(1) Authorizes the release of matching funds in the amount of $2,500,000 to be provided to the City of Lynnwood as prescribed under the previously approved Development and Access Enhancements Agreement and (2) authorizes the chief executive officer to execute an amendment to the agreement.	06/24/2021

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less ST staff, but more consultant staff than planned has been needed for civil final design, design services during construction, and construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	36.0	(6.5)
Consultants	89.0	106.0	17.0
TOTAL	131.5	142.0	10.5

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Construction Safety

Data/Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	8	22
Days Away From Work Cases	0	2	4
Total Days Away From Work	0	25	60
First Aid Cases	5	22	60
Reported Near Mishaps	3	22	43
Average Number of Employees on Worksite	659	-	-
Total # of Hours (GC & Subs)	146,222	811,644	1,923,439
OSHA Incident Rates	**June 2021**	**Year to Date**	**Project to Date**
Recordable Injury Rate	1.37	1.97	2.29
LTI Rate	0.0	0.49	0.42
Recordable National Average	**2.8**		
LTI National Average	**1.1**		
Recordable WA State Average	**5.7**		
LTI WA State Average	**2.0**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

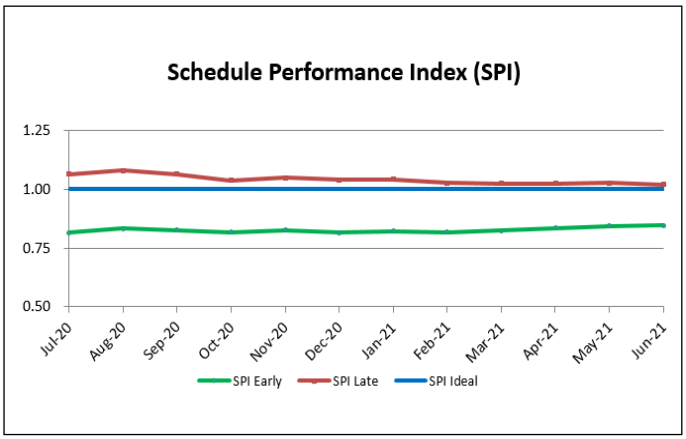
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued installation of curbs and end diaphragms for the elevated guideway.
- Completed 148th garage level 6 north deck concrete placement.
- Continued 148th station stairway walls and footings.
- Continued 185th station wall construction and grading, including elevator 2 walls.
- Began 185th garage ground floor deck formwork.

Schedule Summary

The June update currently forecasts an August 31, 2023 substantial completion date, 44 calendar days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the elevated guideway and 148th St. Station.

Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	15-Oct-23
L200 Civil Construction	25-Dec-18 A	15-Oct-23
Project Wide	25-Dec-18 A	15-Oct-23
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	29-Aug-23
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	01-Dec-22
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	16-Aug-23
WZ-4 145th Station & Garage	08-Apr-19 A	08-May-23
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	01-May-23
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	11-Jul-22
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	08-Aug-23
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	16-Aug-23
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	16-Aug-23
WZ-10 185th Station & Garage	15-Apr-19 A	17-Jan-23
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	16-Aug-23



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.02 (decrease from last period).

The SPI indicates progress is trending behind the optimistic schedule dates, but close to plan compared to the late dates.

Work Zone Overview



Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Complete 6th (final) level of 148th garage deck.
- Continue MSE wall construction.
- Complete 185th garage level 1 south deck concrete placement.
- Continue placement of direct fixation track.

Closely Monitored Issues:

- Seattle City Light crew availability to supply on time power feeds for systems testing.
- Timing of receipt of all permits necessary for construction from 3rd Parties.
- Number of field changes due to E&O and design deficiencies.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$763,009,220
Current Contract Value	$851,156,478
Total Actual Cost (Incurred to Date)	$445,770,862
Percent Complete	49.1%
Authorized Contingency	$43,762,892
Contingency Drawdown	$11,158,214
Contingency Index	1.9



148th station progress

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

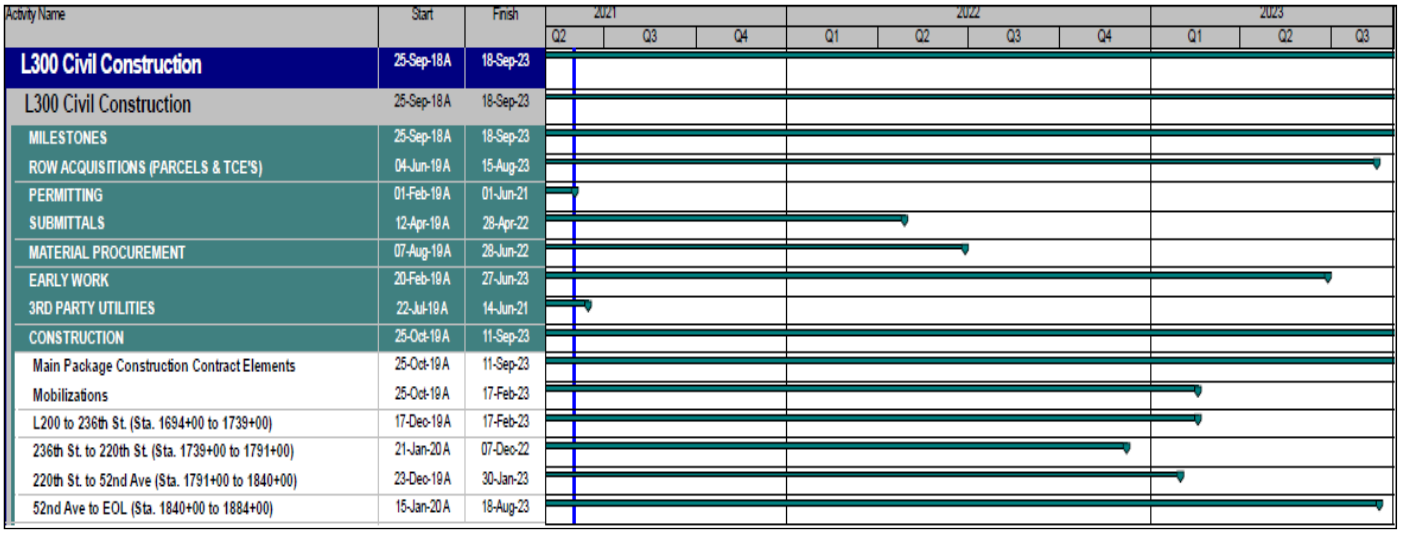
Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Began stairwell, elevator and escalator foundations and walls at the Mountlake Terrace and Lynnwood stations.
- Began slab-on grade and concrete placements at the Lynnwood City Center garage.
- Continued formwork and reinforcing for the I-5 overcrossing.
- Continued mass excavation along I-5 near 212th Street SW for electrical vaults and the future Traction Power Substation.
- Continued soil nail and cast-in-place wall construction.
- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.

Schedule Summary

Skanska's June update has not been submitted at this time, due to an effort by the contractor to add detail to the station and garage elements of the schedule. The substantial completion date is not expected to change. The critical path will likely remain the Lynnwood Parking Garage, followed by the installation of the final drainage, utilities, and sitework at the station site.



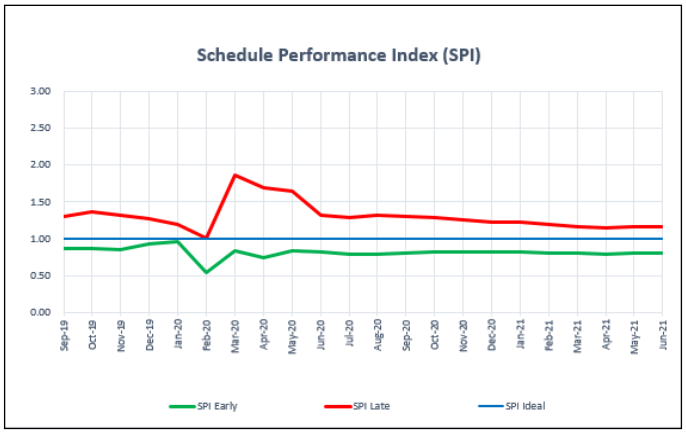
Activity Name	Start	Finish
L300 Civil Construction	25-Sep-18 A	18-Sep-23
L300 Civil Construction	25-Sep-18 A	18-Sep-23
MILESTONES	25-Sep-18 A	18-Sep-23
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19 A	15-Aug-23
PERMITTING	01-Feb-19 A	01-Jun-21
SUBMITTALS	12-Apr-19 A	28-Apr-22
MATERIAL PROCUREMENT	07-Aug-19 A	28-Jun-22
EARLY WORK	20-Feb-19 A	27-Jun-23
3RD PARTY UTILITIES	22-Jul-19 A	14-Jun-21
CONSTRUCTION	25-Oct-19 A	11-Sep-23
Main Package Construction Contract Elements	25-Oct-19 A	11-Sep-23
Mobilizations	25-Oct-19 A	17-Feb-23
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19 A	17-Feb-23
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20 A	07-Dec-22
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19 A	30-Jan-23
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20 A	18-Aug-23

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.81 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.17 (same as last period).

The SPI trends indicate progress is trending behind the optimistic schedule dates, but work is progressing well compared to the late dates of the schedule.



Work Zone Overview



Next Period's Activities

- Continue platform decking and track slab concrete placements at the Mountlake Terrace and Lynnwood stations.
- Continue deck at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue soil nail and cast-in-place wall construction.
- Continue Mechanically Stabilized Earth (MSE) retaining wall construction.

Closely Monitored Issues

- Potential unsuitable soil conditions at wall foundations.
- Culture of the project including new staff's lack of GC/CM contracting experience.
- Number of field changes due to E&O and design deficiencies.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$790,862,341
Current Contract Value	$847,748,972
Total Actual Cost (Incurred to Date)	$367,030,794
Percent Complete	44.0%
Authorized Contingency	$42,888,048
Contingency Drawdown	$12,748,972
Contingency Index	1.5



Placing vapor barrier at Lynnwood City Center garage.

Contract L800 Lynnwood Link Systems GC/CM

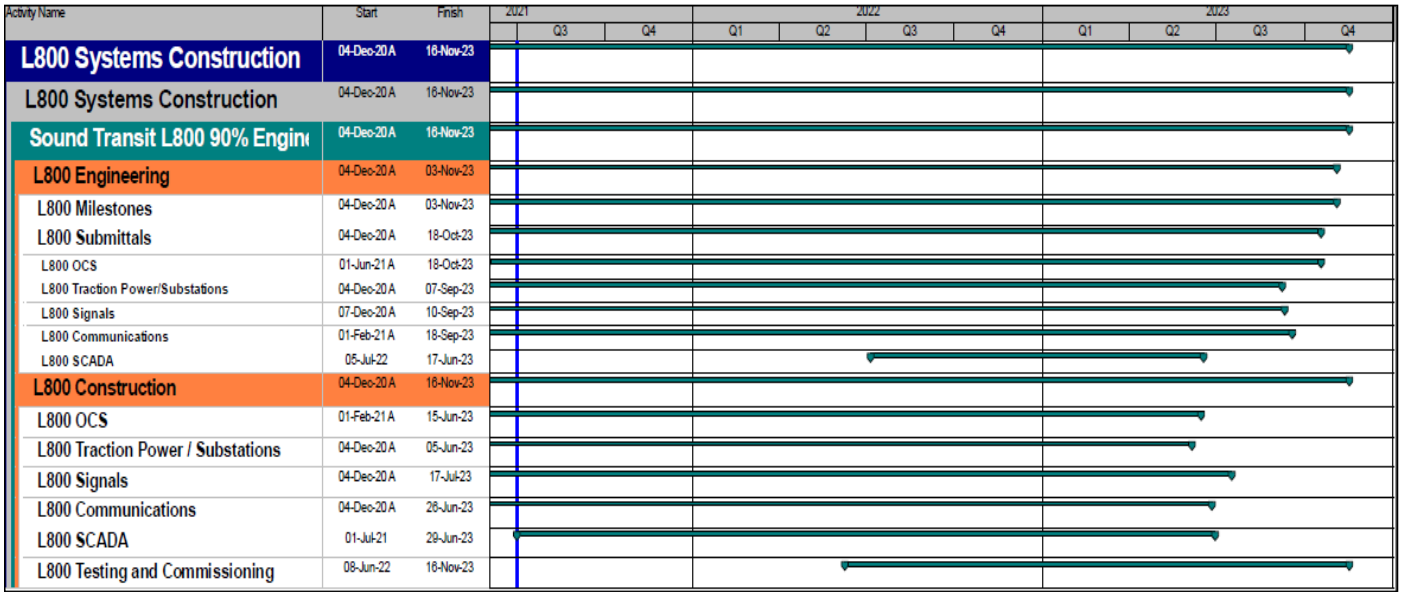
Current Progress

The L800 Contractor, Mass Electric Construction Company, is continuing work as follows:

- Continued working on engineering submittals and subcontract packages.

Schedule Summary

The L800 June schedule update, forecasts a 2 day early contract completion of Sept. 7, 2023. The critical path remains in the signals engineering and construction, and proceeds into the Systems Integrated Tests (SIT). This update shows some delay in submittals and reviews for the signal houses. The contractor and ST expect this will be mitigated in upcoming submittals.

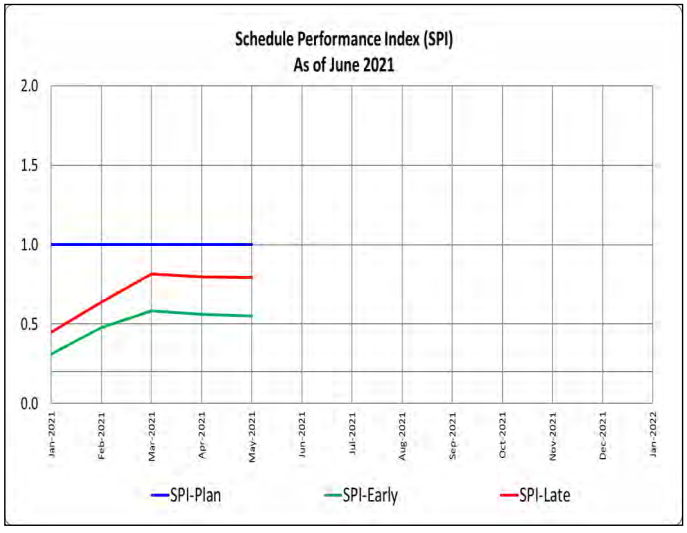


Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.55 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.79 (decrease from last period).

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates. Engineering submittals were planned very optimistically in the baseline schedule, and have not been completed as quickly as planned.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as TPSS units and Signal Houses.
- Monitoring the completion of civil package work for any potential delays to hand over to system contractor.
- Monitoring the coordination of L300 and L800 work at the Lynnwood Parking Garage.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$0
Current Contract Value	$148,000,000
Total Actual Cost (Incurred to Date)	$9,535,152
Percent Complete	10.7%
Authorized Contingency	$10,360,000
Contingency Drawdown	$0
Contingency Index	N/A



Representative Traction Power Substation (TPSS) unit.

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Link Light Rail
NE 130th St Infill Station

Project Summary

Scope

Construct foundation and substructure elements and complete final design for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Phase

Final Design / Early Construction

Budget

$28.9 Million

Schedule

Open for Service date will depend on Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- Continued final design for D2 and D3 packages; reaching IFC for the D2 design package this period.
- D3 Systems 90% design package is being reviewed by stakeholders.
- Continued deck and diaphragm erection as part of the C1 construction package (foundation and substructure).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in both tables are shown in millions. In June 2021, $0.9M was incurred. The major project expenditures were for construction services, final design and construction.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$1.6	$1.6	$3.6	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$10.8	$7.1	$6.1	$10.8	$0.0
Construction Services	$2.1	$1.6	$1.0	$2.1	$0.0
3rd Party Agreements	$1.0	$0.7	$0.3	$0.9	$0.0
Construction	$8.5	$5.4	$3.0	$8.5	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$28.9**	**$19.2**	**$14.7**	**$28.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

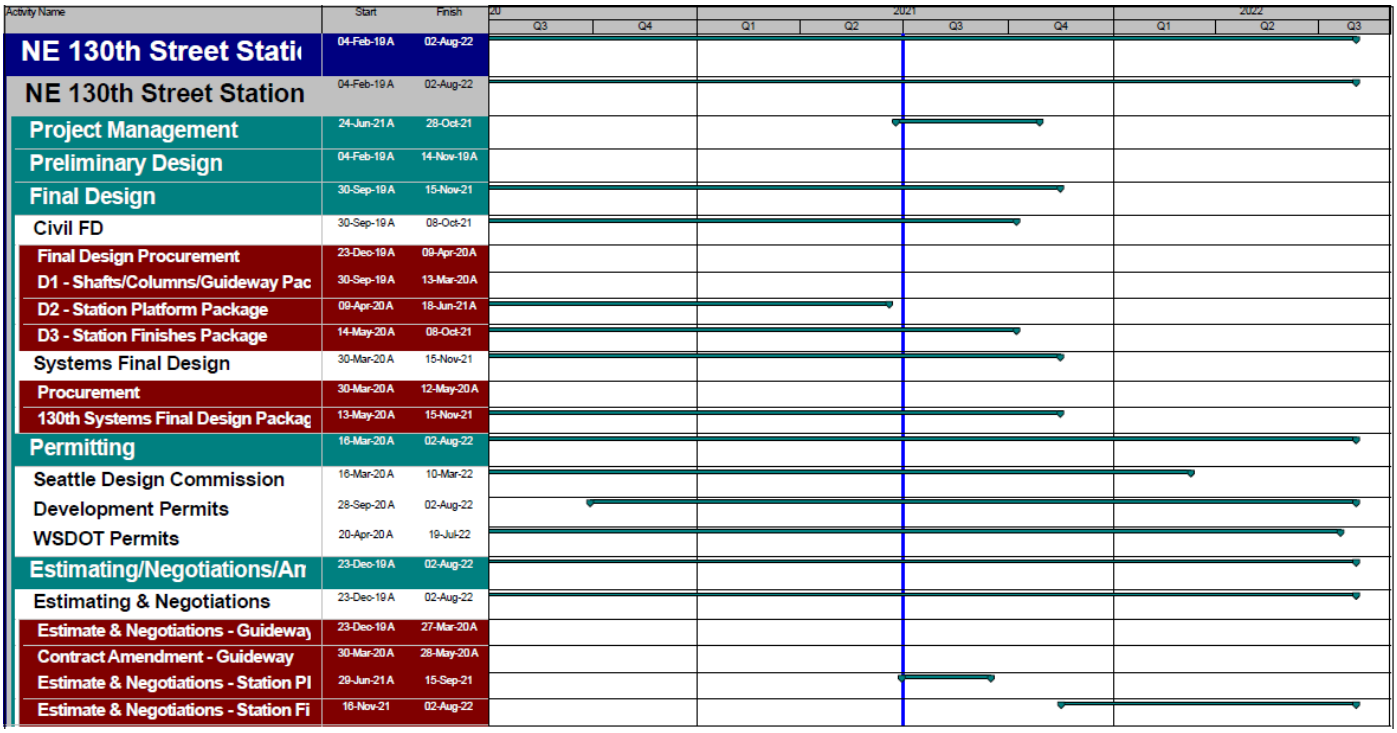
The following are the top project risks identified:

- Permitting authorities may require added sprinkler for the plaza and exit stairs not currently reflected in the design.
- Local permitting authorities may require additional right-of-way improvements that require time to incorporate.
- Delays in permitting review may result in schedule extension.
- Local electrical utility supplier may need to construct additional upgrades to the power infrastructure to supply the station.
- Implications of station partial-build scenario may impact the C2 package drawings.

Project Schedule

Design for the station remains on schedule for delivery of the 100% design. Permitting activities for the building, WSDOT utility and Street Improvement permits continue to be refined and are under way.

Construction of the initial construction package for C1 is ongoing with deck & diaphragm work. The next major milestone is the ST Board decision to continue early advancement of the project, planned in Q4 2021. A Risk Assessment is set for July.



Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Preparing for another online open house which will sending out feedback requests to the public.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE Monthly Average through the end of June is above the Planned FTE Monthly Average, with more design staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.5	4.0	(0.5)
Consultants	19.5	28.0	8.5
TOTAL	24.0	32.0	8.0
** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.*			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



Station end diaphragm

Contract Cost Summary

Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station design and sustainability reports.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	$1,570,864
Change Order Value	$4,377,595
Current Contract Value	$5,948,459
Total Actual Cost (Incurred to Date)	$5,515,499
Financial Percent Complete	93%
Authorized Contingency	$852,485
Contingency Drawdown	$0
Contingency Index	N/A

Systems Final Design Overview

Sound Transit executed an amendment with LTK Engineering to perform systems final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating. This period, the systems final design team continued development of the 90% set of documents based on the civil deliverables.

Present Financial Status	Amount
LTK– Systems Final Design	
Original Contract Value	$299,332
Change Order Value	$823,076
Current Contract Value	$1,122,408
Total Actual Cost (Incurred to Date)	$571,850
Financial Percent Complete	51%
Authorized Contingency	$110,310
Contingency Drawdown	$0
Contingency Index	N/A

Construction Overview

Sound Transit executed an amendment to the Lynnwood Link L200 contract with Stacy & Witbeck-Kiewit-Hoffman JV (SKH) for the addition of drilled shafts, columns and crossbeams required for incorporation of the 130th Street station structure into the L200 guideway structure as an “integrated structure”. This is consistent with direction received from Sound Transit Board to progressively advance the station.

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	$5,000,000
Change Order Value	$0
Current Contract Value	$5,000,000
Total Actual Cost (Incurred to Date)	$2,924,361
Percent Complete	58%
Authorized Contingency	$500,000
Contingency Drawdown	$0
Contingency Index	N/A

Link Light Rail
I-90 Two-Way Transit & HOV Operations (Stage 3)

Project Summary

Scope

The I-90 Two-Way Transit and HOV Operations (Stage 3) project provides approximately four miles of HOV lanes in each direction of the outer roadway between 80th Avenue South on Mercer Island and Rainier Avenue in Seattle. The project includes upgrades and retrofits to the fire, life, safety, and other systems in the Mount Baker and Mercer Island/First Hill tunnels. The project also includes remaining dowel bar retrofit work on the west side of Lake Washington, and the installation of screening on the shared–use pathway on the I-90 floating bridge.

Phase

Construction

Budget

$207.6 Million

Schedule

Construction Complete: December 2020 for Primary work; Third Party oversight to continue through 2025



Since June 2017, the project has provided 24/7 HOV access on I-90 between Seattle, Mercer Island and Bellevue.

Major Contracts

	Scope	Agreement/Contract Amount
WSDOT	PE	$ 1,549,003
WSDOT	Final Design	$ 18,022,756
WSDOT	CM Services	$ 43,192,664
IMCO	Construction	$132,409,000
City of Mercer Island	Transportation Mitigation	$10,050,000

Key Project Activities/Milestones

- **Civil Construction** – Ancillary construction: I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; MBT Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20
 - Final payment for R8A Construction & CM Services task order received by WSDOT; closeout of Construction Task Orders completed, Final Design pending (tentative end of July 2021)
- **Physical Completion, IMCO Contract** – Notification to be issued by WSDOT (pending)
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025

Closely Monitored Issues

WSDOT executed a clear-all settlement change order with their contractor in May for the major construction contract work; Substantial Completion for that work was retroactively granted June 2017. All ancillary WSDOT construction work is substantially complete; the following items continue to be monitored at this time:

- City of Mercer Island litigation, Mercer Island Transportation Mitigation Agreement

Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of June were $5.46K, for ST staff charges and monthly utility costs for a temporary traffic signal; an accrued payment to the City of Mercer Island was inadvertently reversed, resulting in a variance of ($225.3K). This accrual will be included again in the next month's financials, zeroing out this variance. A Project budget reserve was realized, and $18.0M de-committed from the Project; tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$2.8	$2.5	$2.5	$2.8	$0.0
Preliminary Engineering	$1.5	$1.5	$1.5	$1.5	$1.5	$0.0
Final Design	$22.1	$19.4	$18.7	$18.4	$19.4	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$198.3	$183.9	$187.0	$177.2	$183.9	$0.0
Total	**$225.6**	**$207.6**	**$209.7**	**$199.7**	**$207.6**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	$180.6	$183.9	$187.0	$177.2	$183.9	$0.0
80 Professional Services	$26.3	$23.6	$22.7	$22.4	$23.6	$0.0
90 Unallocated Contingency	$18.7	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$225.6**	**$207.6**	**$209.7**	**$199.7**	**$207.6**	**$0.0**

Tables in millions; totals may not equal column sums due to rounding of line entries.

Cost Contingency Management

In the table below, the Committed Allocated Contingency included WSDOT-controlled construction contingency plus total ST controlled allocated contingencies. Most of the remaining contingency was de-committed from the Project as the majority of work has been completed; current Total Contingency is just over $725K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 9.2% of remaining total project budget.

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	$0.0	0.0%	$0.0	0.0%
Committed Allocated Contingency	$17.0	7.5%	$0.6	6.9%
Unallocated Contingency	$18.7	8.3%	$0.2	2.3%
Total	**$35.7**	**15.8%**	**$0.7**	**9.2%**

Note: Totals may not equal column sums due to rounding of line entries.

Link Light Rail
East Link Extension

Project Summary

Scope

Limits Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.

Alignment East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.

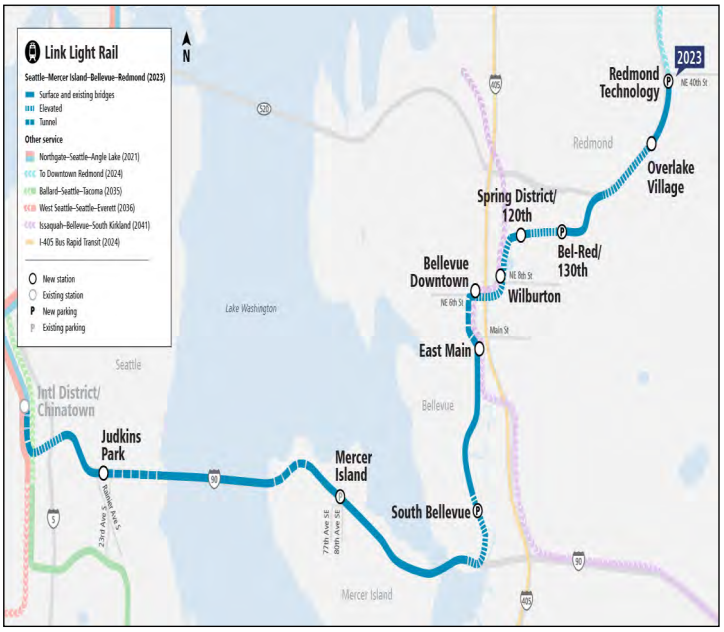
Stations Judkins Park, Mercer Island, South Bellevue, East Main, Bellevue Downtown, Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

Systems Signals, traction electrification, and communications (SCADA).

Phase Construction

Budget $3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- **Floating Bridge Retrofit (E130)**: Progress installation of WSDOT maintenance railing; continue wax tape removal, track plinth grout pad, & non-conforming work (NCR) remediation; advance cathodic protection, electrical commissioning activities.
- **Mercer Island (E130)**: Ongoing track plinth grout pad remediation; continue Mercer Island Station west head house metal panel installation, commissioning activities.
- **IDS to Mt. Baker Tunnel (E130)**: Ongoing track plinth grout pad remediation; progress landscaping activities at TPSS #1 & Judkins Park Station; continue Judkins Park Station final phase construction, utility, and commissioning
- **E320 South Bellevue:** Continued landscaping pouring sidewalks and fencing at station and garage areas. Ongoing de-stress and thermite welding of direct fixation track and work on railroad pedestrian crossings.
- **Downtown Bellevue to Spring District (E335)**: Completed tile layout and grouting at public stairs platform level, placement of light pole bases, drip irrigation at surface level and finished curtain wall glazing at BDS. Continued install metal soffit panels, metal wall panel and curtain wall framing, glazing and trim at Wilburton Station.
- **Bel-Red (E340)**: Cleaned and sealed rail boot, touched-up high performance coating at the station area. Installed messenger wire and brackets, signal house foundations, conductor on 136th pl., crossing arms at 130th Ave NE.
- **SR520 to Redmond Technology Station (E360)**: Redmond Technology Station garage repairs work continues. Aerial Guideway ductbank punchlist work continues. Overlake Village Station punchlist work, planting, and grading at TOD site.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 segment; Signal house delivered at E340 segment. OCS Poles at E130 and E320 segments.

Closely Monitored Issues

- Redmond Technology Station Garage's structural repairs.
- Design change during construction phase particularly at our most technically challenging stations.
- Quality, construction safety and environment compliances.
- Civil segments continue to trend late in handing over access to follow on Systems contractor.
- COVID-19 pandemic remains challenging at all levels of project activities.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure is approximately $29.5M, increasing the total expenditure to date from $2.92B to $2.95B. Project commitment is at approximately $3.2B with all major construction contracts in place. The pace of civil construction expenditures has begun to slow down. That said, the major cost predominantly driven from E130; E335 and Systems E750 constructions. While COVID-19 cases has dropped, assessment of impacts continues as well as ongoing monitoring of downstream supply chain interruptions.

Cost Summary by Phase

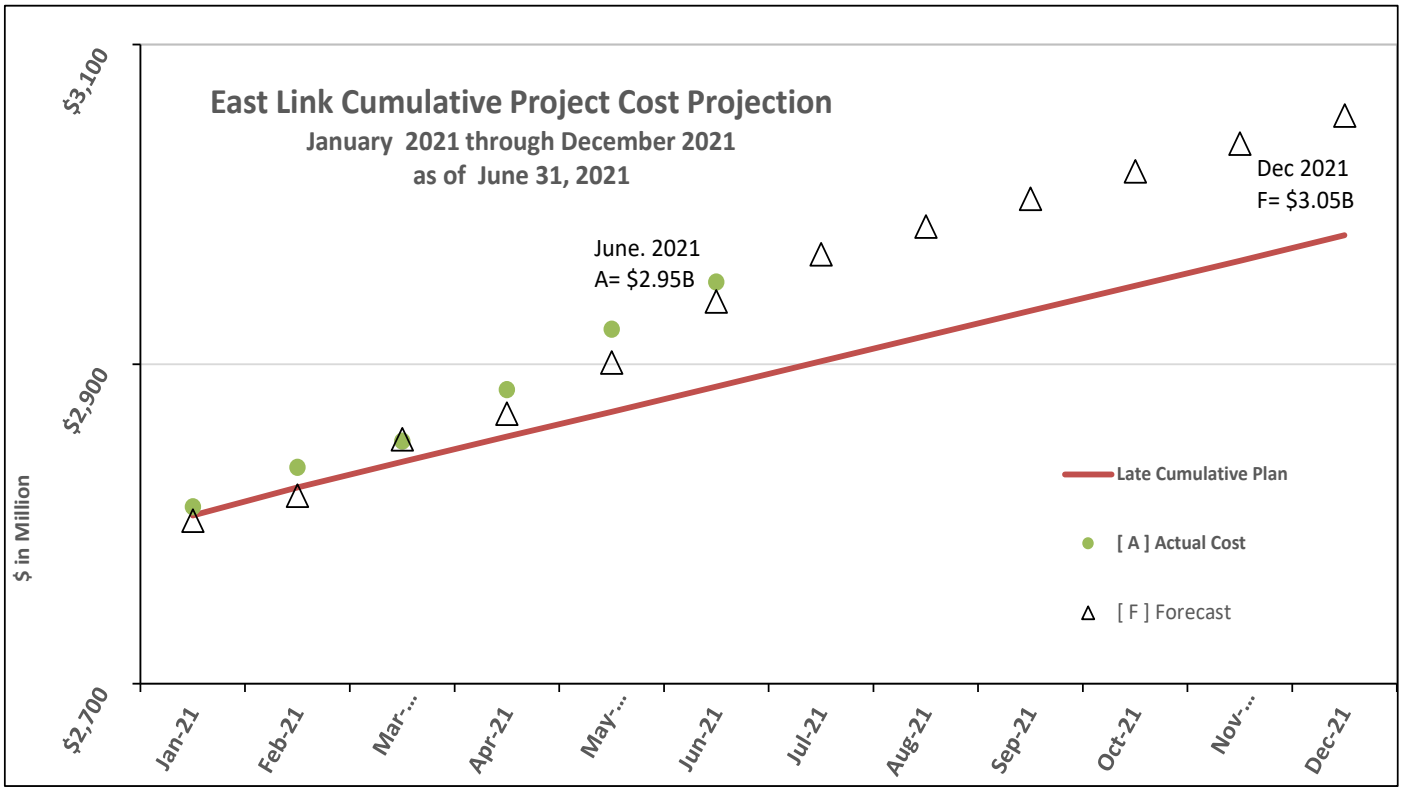
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$109.2	$109.1	$186.2	$0.0
Preliminary Engineering	$55.9	$55.9	$54.8	$54.8	$55.9	$0.0
Final Design	$283.0	$283.0	$248.9	$237.3	$283.0	$0.0
Construction Services	$257.5	$257.5	$200.4	$178.2	$257.5	$0.0
3rd Party Agreements	$52.2	$52.2	$38.3	$33.3	$52.2	$0.0
Construction	$2,544.3	$2,544.3	$2,252.5	$2,059.9	$2,544.3	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$298.2	$279.7	$278.9	$298.2	($0.0)
Total	**$3,677.2**	**$3,677.2**	**$3,183.9**	**$2,951.4**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$945.7	$906.9	$886.9	$944.5	($199.9)
20 Stations	$397.7	$478.2	$456.7	$429.2	$480.7	($83.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$574.9	$501.4	$460.0	$569.6	$238.8
50 Systems	$353.8	$367.9	$352.9	$253.0	$371.1	($17.3)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,366.7**	**$2,217.8**	**$2,029.2**	**$2,366.0**	**($61.4)**
60 Row, Land	$288.5	$288.5	$279.7	$278.9	$288.5	($0.0)
70 Vehicles (non-revenue)	$2.8	$2.8	$1.1	$0.1	$2.8	$0.0
80 Professional Services	$898.4	$889.1	$685.3	$643.2	$890.0	$8.4
90 Unallocated Contingency	$182.9	$130.0	$0.0	$0.0	$130.0	$52.8
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,183.9**	**$2,951.4**	**$3,677.3**	**($0.0)**

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project expenditure topped out at approximately $29.5M where Construction Phase is responsible for about 81.7% or approximately $24.1M. Total project cost incurred to date topped $2.95B, to which about Construction Phase's share is now a little over $2B. The project expenditures continue to pick up and is predicted to rise to approximately $3.05B by December 2021.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks.

A Quantitative Risk Assessment workshop was completed in October 2020. The QRA Report was finalized with results documenting a good confidence that ELE will complete within the baseline cost and scheduled Revenue Service Date. The project is now in preparation to update the risk registers for 2nd Quarter 2021.

The following are the top project risk and risk areas:

- Civil turnovers to Systems construction
- Interfaces between contracts, agency supplied equipment and third party jurisdictions
- COVID-19 pandemic cost and schedule impacts
- Resolution to Redmond Technology Station Garage's structural elements repairs
- Scope gaps between Construction and Operations as well as readiness for Startup

Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $318.95M (previously $324.3M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at $1.3M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC was balance shows a net decrease of approximately $3.5M due to construction changes.

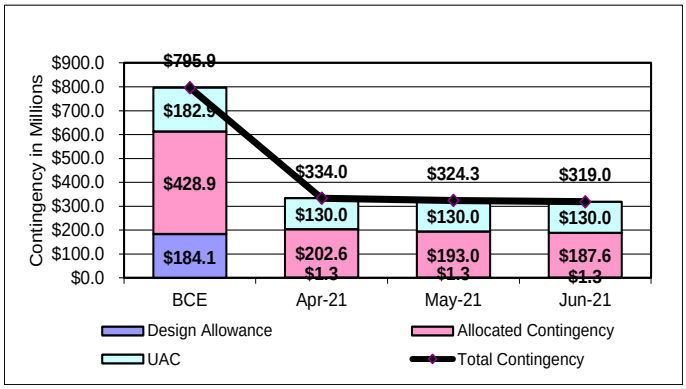
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at $130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$1.3	0.2%
Allocated Contingency	$428.9	11.7%	$187.6	25.9%
Unallocated Contingency	$182.9	5.0%	$130.0	17.9%
Total	**$795.9**	**21.6%**	**$319.0**	**43.9%**

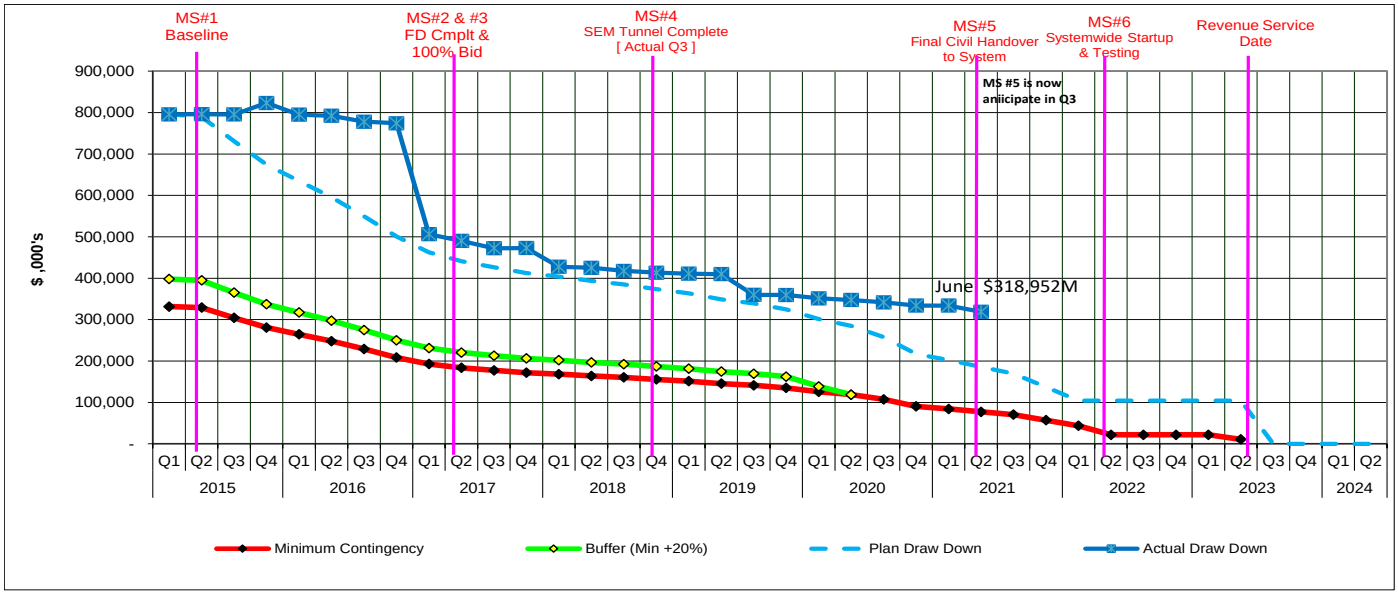
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately $318.9M (previously $324.3M) and with all major construction contracts procured, remains above the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of June represented the monthly net decrease about $5.3M due to various construction changes.



Contingency Drawdown as of June 30, 2021

Project Schedule

The Integrated Master Schedule is presented below.

E130 continued finishes and commissioning at Judkins Park Station and Mercer Island Station; Rainier Ave Rapid Ride reconfiguration; wax tape removal and track plinth grout pad remediation.

E320 completed work along the aerial guideway; landscaping along BWSE; continued commissioning and landscaping at the station and parking garage; continued sidewalks and landscaping along 112th.

E330 has achieved final acceptance.

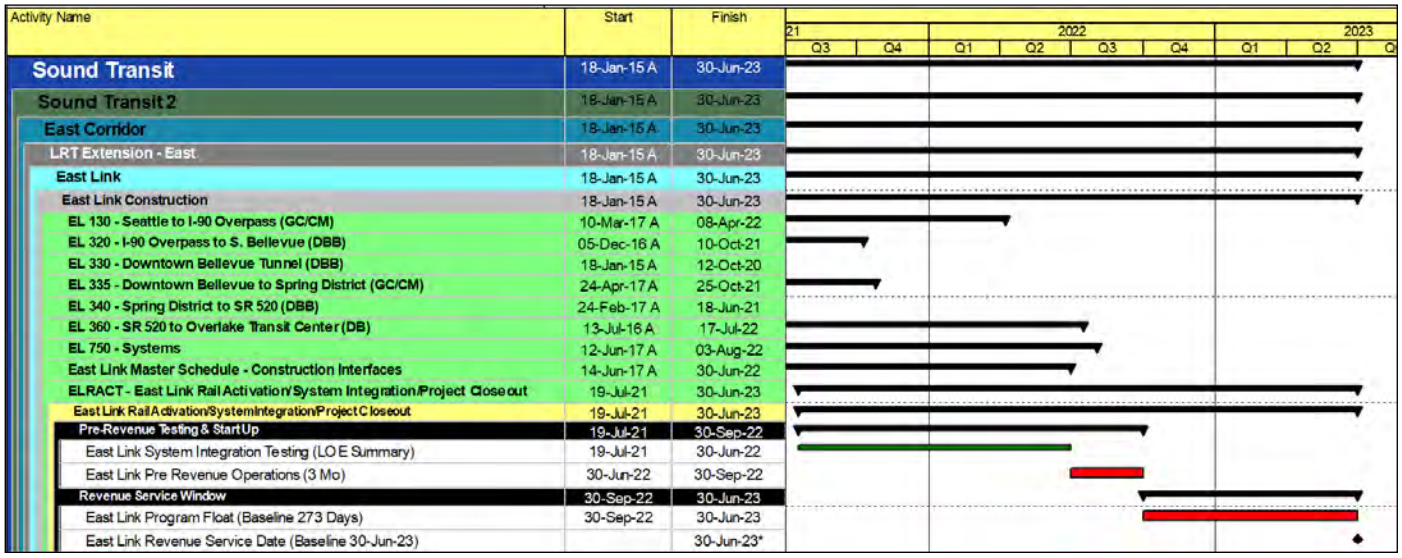
E335 continued rough-ins and landscaping work at E. Main Station; wire pull at the South Portal Electrical Building; finish work at Bellevue Downtown Station; finish work and commissioning at Wilburton.

E340 performed grout pad repair along the aerial guideway; installed signage at the station; performed punchlist repairs.

E360 continued punchlist and repair work all along the alignment; continued RTS garage crack repair.

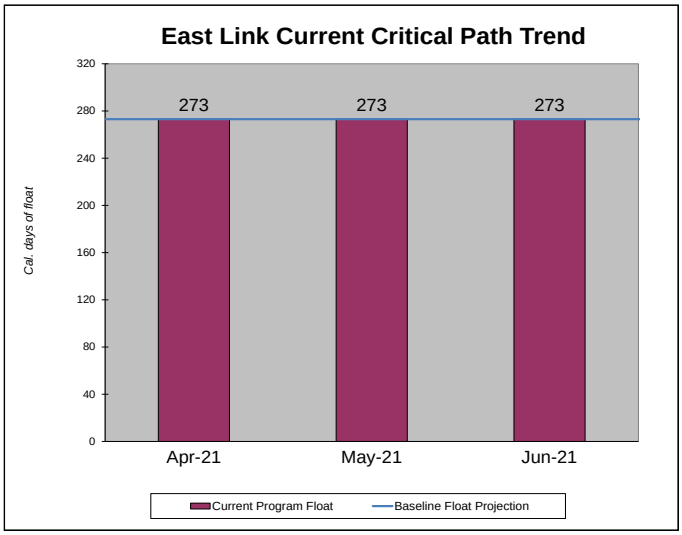
E750 continued installation of communications systems at most stations; set OCS poles and cantilevers, and strung messenger through Bellevue; installed signal equipment and conduit and pulled signal cable along civil segments.

Work is forecast to complete in time to perform pre-revenue simulation as planned and open for Revenue Service by June 2023.



Project Float

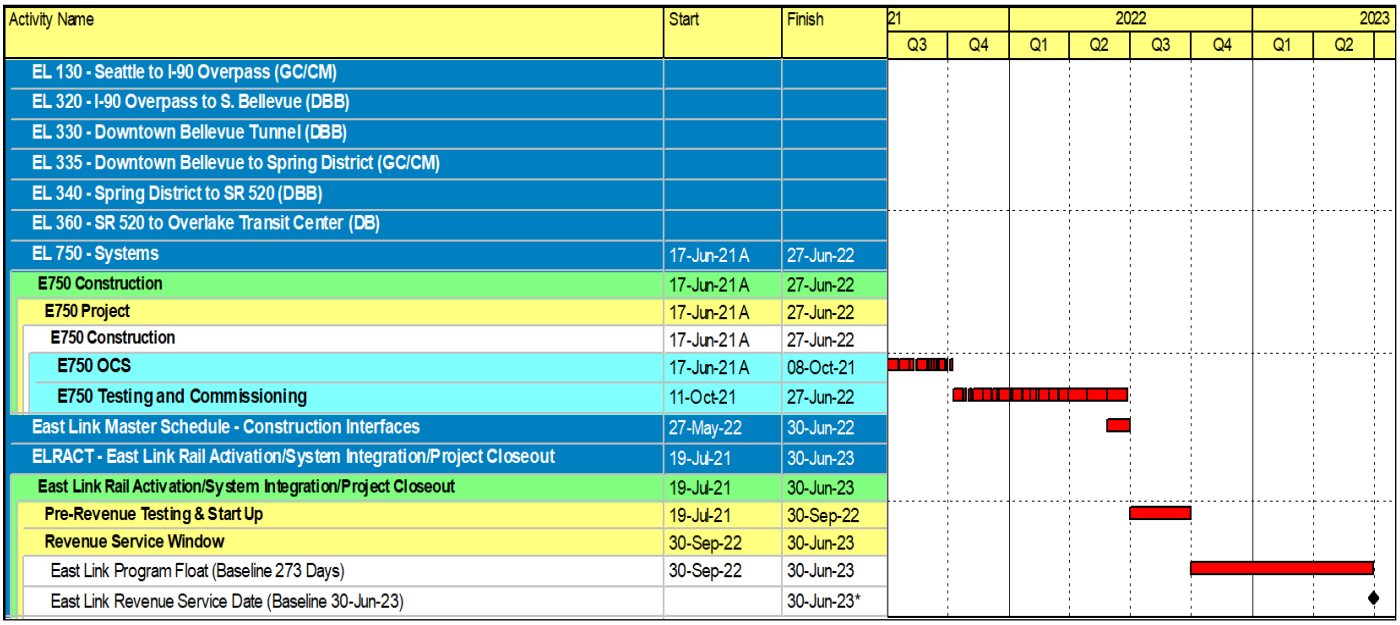
East Link was baselined with 273 days of program float. After some projected delays over the past few months, a change to the E750 Systems contract (still under negotiation) is forecast to result in significant acceleration of the construction schedule, and restoration of current projected float use. In the coming months, the post-construction path to revenue service will be refined, which may result in another reduction of float.



Critical Path Analysis

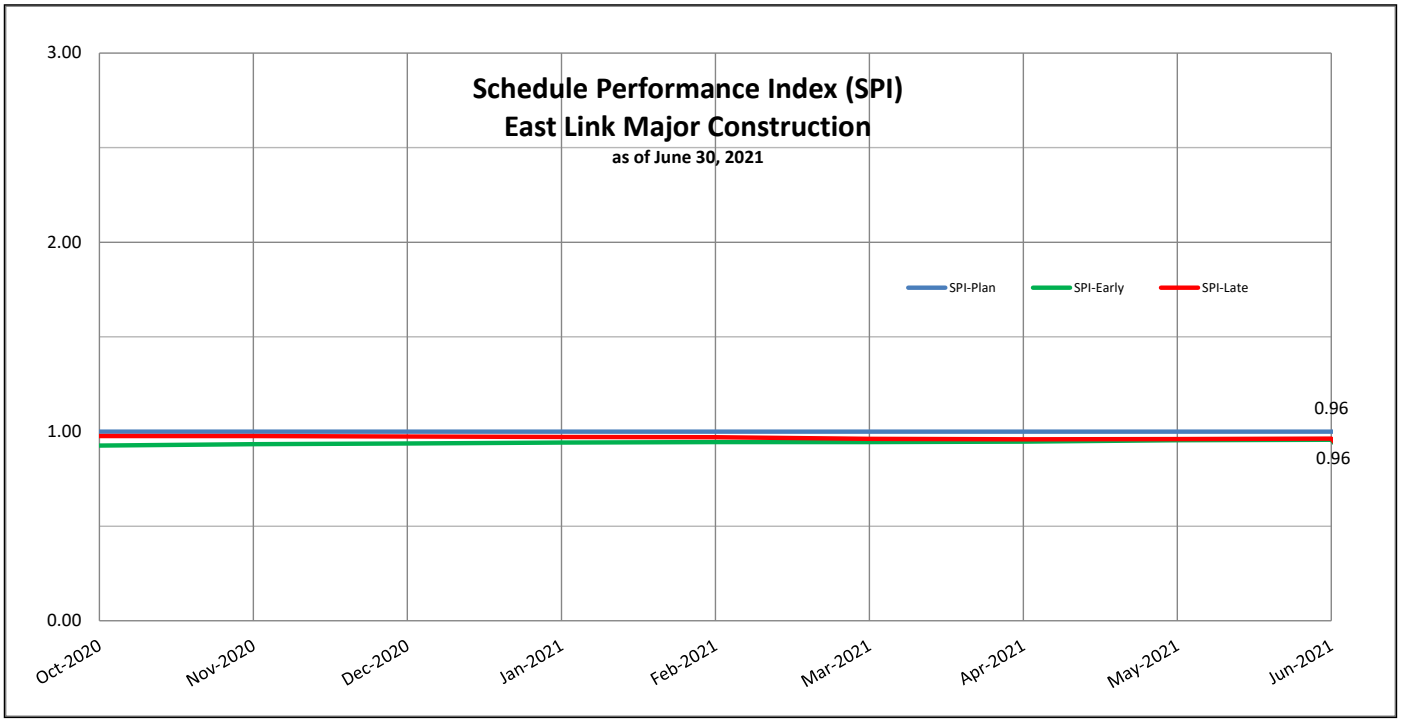
The East Link critical path this month is entirely within the E750, from OCS installation to testing. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)		
EL 320 - I-90 Overpass to S. Bellevue (DBB)		
EL 330 - Downtown Bellevue Tunnel (DBB)		
EL 335 - Downtown Bellevue to Spring District (GC/CM)		
EL 340 - Spring District to SR 520 (DBB)		
EL 360 - SR 520 to Overlake Transit Center (DB)		
EL 750 - Systems	17-Jun-21 A	27-Jun-22
E750 Construction	17-Jun-21 A	27-Jun-22
E750 Project	17-Jun-21 A	27-Jun-22
E750 Construction	17-Jun-21 A	27-Jun-22
E750 OCS	17-Jun-21 A	08-Oct-21
E750 Testing and Commissioning	11-Oct-21	27-Jun-22
East Link Master Schedule - Construction Interfaces	27-May-22	30-Jun-22
ELRACT - East Link Rail Activation/System Integration/Project Closeout	19-Jul-21	30-Jun-23
East Link Rail Activation/System Integration/Project Closeout	19-Jul-21	30-Jun-23
Pre-Revenue Testing & Start Up	19-Jul-21	30-Sep-22
Revenue Service Window	30-Sep-22	30-Jun-23
East Link Program Float (Baseline 273 Days)	30-Sep-22	30-Jun-23
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*



Schedule Performance Index

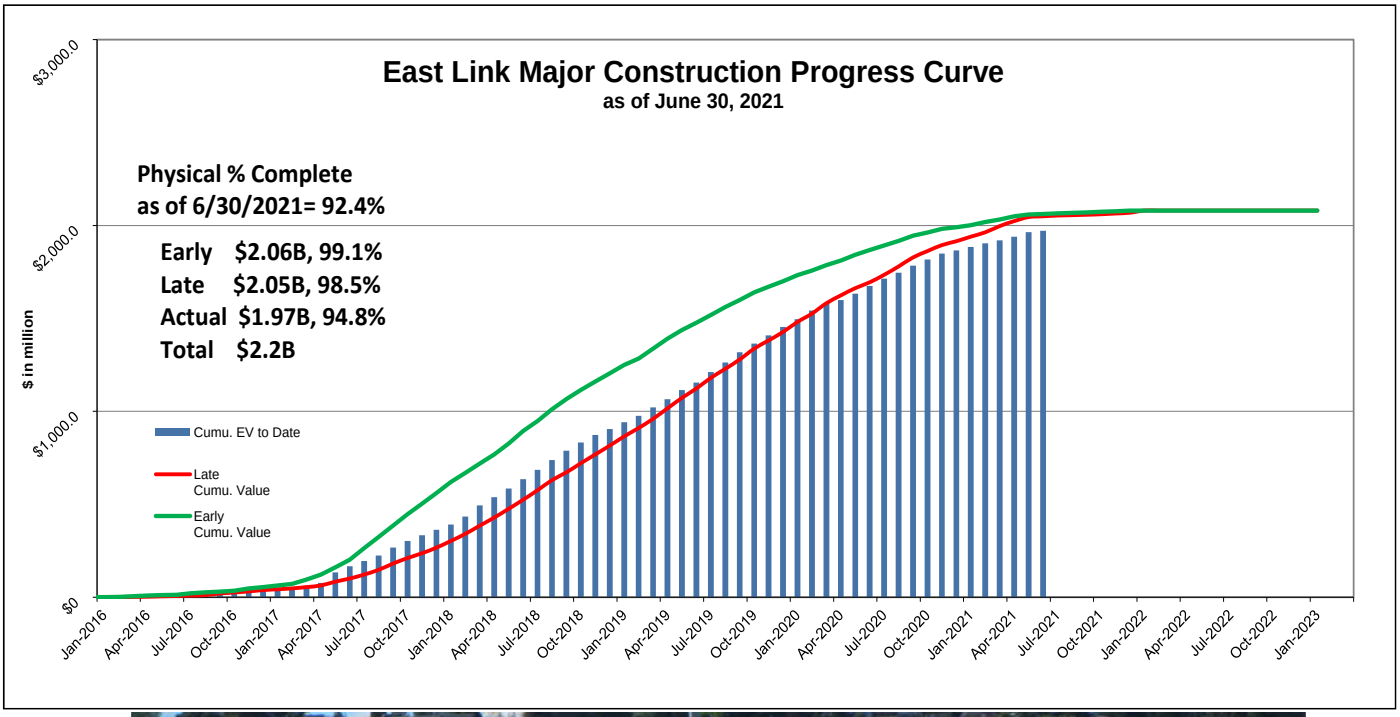
The Schedule Performance Index (SPI) for East Link's Major Construction Packages is at 0.96 (both early and late) as contractors work toward final completion past their target finish dates. This number will steadily trend toward 1 in the coming months as work completes.

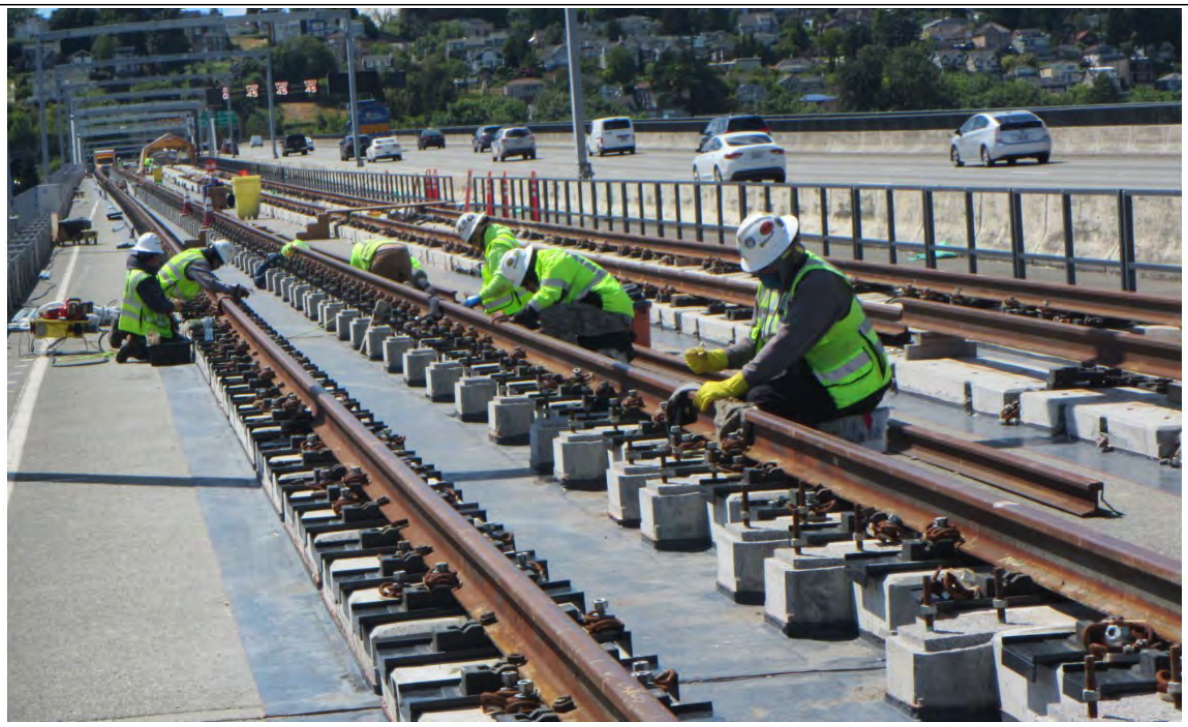


Project Cash Flow Projection

The overall physical percent complete for East Link construction is 92.4%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. Performance remains slightly below the late projection. Although progress is likely to continue to trend below the late curve, performance is steady and the project is still anticipated to finish within the original baseline projection.





E130 Seattle to South Bellevue: Removing wax tape along the I-90 east bound track way

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. While maintaining proper social distancing, communicated with numerous neighbors about upcoming major traffic changes. June's focus includes but not limiting to continued preparation of RTS Garage demolition, safe track crossing to T-Mobile works on E340; notification of Signal house delivery on 124th NE; 24 hour work on 112th NE; kicked off planning for South Bellevue Parking Garage opening
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are mostly complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining. The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions	**Board Approved**	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through June of 2021. Consultants utilization, currently, are dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline and current overage is not indicative of budget overage. That said, longer than anticipated construction duration coupling with COVID-19 remaining a fluid situation, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	44.8	(7.9)
Consultants	91.5	159.8	68.3
TOTAL	144.3	204.6	60.4

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
M2021-38	Authorizes the chief executive officer to increase the contract contingency with Jacobs Project Management Company to provide construction management consultant services for the Seattle to South Bellevue segment of the East Link Extension in the amount of $5,000,000, for a new total authorized contract amount not to exceed $48,919,350	6/24/2021

Construction Safety

Data/ Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	4	89
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	3	16	285
Reported Near Mishaps	0	8	286
Average Number of Employees on Worksite	547	-	-
Total # of Hours (GC & Subs)	79,737	546,618	7,113,540
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	2.51	1.46	2.50
LTI Rate	0.00	0.00	0.42
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

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Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A – Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build].

Status: Completed and Closed.

E130 Seattle to South Bellevue – International District Station (IDS) modification, Retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E320 South Bellevue – One light rail station and a parking garage at South Bellevue P&R; aerial, at-grade and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: See following pages under Contract E320.

E330 Downtown Bellevue Tunnel – SEM Tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Accepted Issued on November 17th 2020.

E335 Downtown Bellevue to Spring District – Four light rail stations; aerial, at-grade and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red – One light rail station, aerial and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: See following pages under Contract E340.

E360 SR520 to Redmond Technology Station – Two light rail stations; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems – Light rail systems elements, including Traction Power Electrification, Overhead Catenary System, Train Signals and Communication System. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750



E320 South Bellevue: OCS poles and duct banks along the E320 elevated guideway.

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

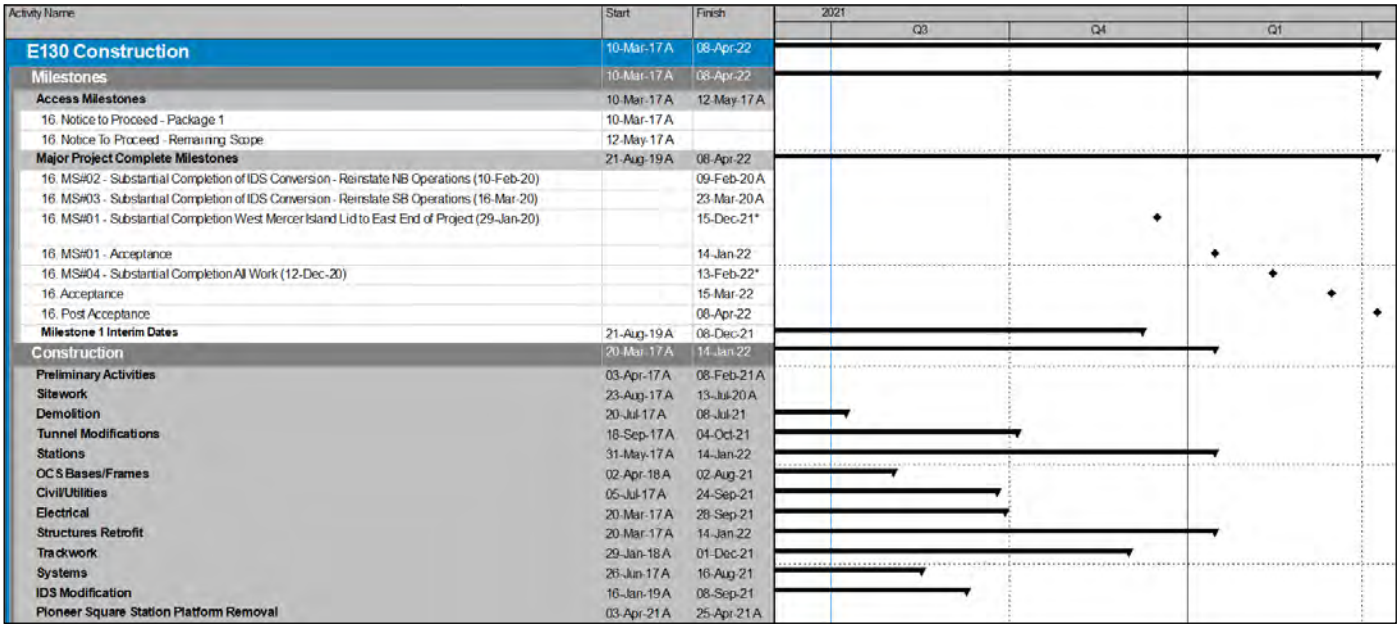
West Segment: Ongoing track plinth grout pad remediation; progress landscaping activities at TPSS #1 & Judkins Park Station; continue Judkins Park Station final phase construction, utility and commissioning activities

Center Segment: Progress installation of WSDOT maintenance railing; continue wax tape removal, track plinth grout pad, & non-conforming work (NCR) remediation; advance cathodic protection, electrical commissioning activities

East Segment: Ongoing track plinth grout pad remediation; continue Mercer Island Station west head house metal panel installation and commissioning activities

Schedule Summary

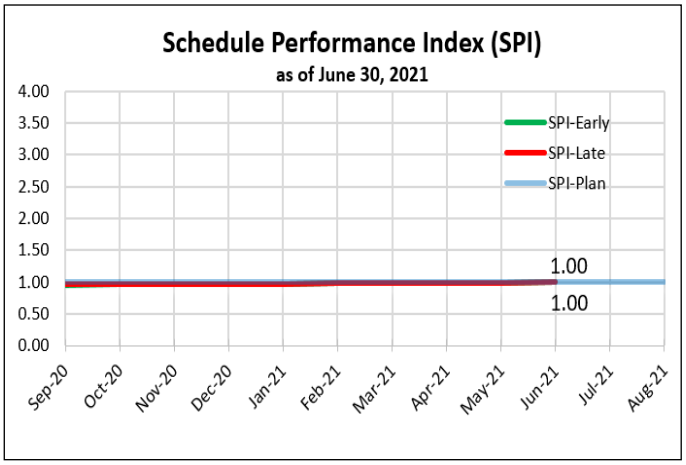
The critical path for this project currently runs through the coordinated installation of fiber by E750 prior to final station and tunnel commissioning. The contractor's June update is presented below. The E750 Systems contractor has been granted access to all areas included under Milestone 1, and coordinated access to remaining work areas is underway.



Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	08-Apr-22
Milestones	10-Mar-17 A	08-Apr-22
Access Milestones	10-Mar-17 A	12-May-17 A
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	08-Apr-22
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20 A
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		15-Dec-21*
16. MS#01 - Acceptance		14-Jan-22
16. MS#04 - Substantial Completion All Work (12-Dec-20)		13-Feb-22*
16. Acceptance		15-Mar-22
16. Post Acceptance		08-Apr-22
Milestone 1 Interim Dates	21-Aug-19 A	08-Dec-21
Construction	20-Mar-17 A	14-Jan-22
Preliminary Activities	03-Apr-17 A	08-Feb-21 A
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	08-Jul-21
Tunnel Modifications	18-Sep-17 A	04-Oct-21
Stations	31-May-17 A	14-Jan-22
OCS Bases/Frames	02-Apr-18 A	02-Aug-21
Civil/Utilities	05-Jul-17 A	24-Sep-21
Electrical	20-Mar-17 A	28-Sep-21
Structures Retrofit	20-Mar-17 A	14-Jan-22
Trackwork	29-Jan-18 A	01-Dec-21
Systems	26-Jun-17 A	16-Aug-21
IDS Modification	16-Jan-19 A	08-Sep-21
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A

Schedule Performance Index

Through June, reported cumulative SPI-Early is 1.00, with SPI-Late also 1.00. This indicates the contractor remains on target with early & late start/finish schedule performance; the current progress update continues to reflect progress impacts due to unresolved commercial issues. Several Contractor delay impacts will be resolved by changes to Milestones 1 & 4 (change order negotiated, pending). A Milestone 3 revision is in negotiation. Contract interface coordination with the E750 contractor is ongoing; the E750 contractor continues to perform work along the E130 alignment.



Next Period's Activities

- **West Segment:** Continue track plinth grout pad remediation; ongoing Judkins Park Station landscaping, lighting, fencing, and commissioning activities
- **Center Segment:** Continued wax tape removal / grout pad remediation; ongoing commissioning activities
- **East Segment***:* Ongoing track plinth grout pad remediation; progress Mercer Island Station west head house clean agent system commissioning

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- Direct COVID-19 impacts
- NCR mitigation timeline for plinths
- Wax-Tape Removal from Nylon Inserts on floating bridge
- IDS: rail grinding, Milestone 3 resolution

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$39,860,529
Current Contract Value*	$703,882,366
Total Actual Cost (Incurred to Date)	$670,474,927
Percent Complete	96.2%
Authorized Contingency	$56,660,541
Contingency Drawdown	$39,860,529
Contingency Index	1.4

** Contract Value excludes Betterments*



Crews installing rebar cage for plinth remediation at the floating bridge west approach track

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Completed concrete median work, distress welding on Guideway, install light poles and pavement marking.

Bellevue Way SE: Continued Landscaping work and installed risers.

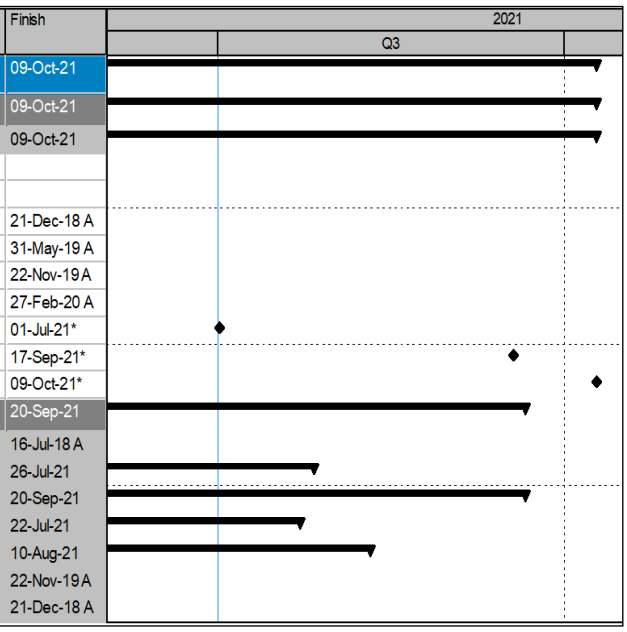
S. Bellevue Sta./P&R: Continued landscaping and planting at the station, repair door frame and install fencing.

Wye-to-East Main and Track Work: Completed grading of west side 112th and frame and pour sidewalks south band 112th. Continued landscaping, planting, soil cells and install irrigation.

Schedule Summary

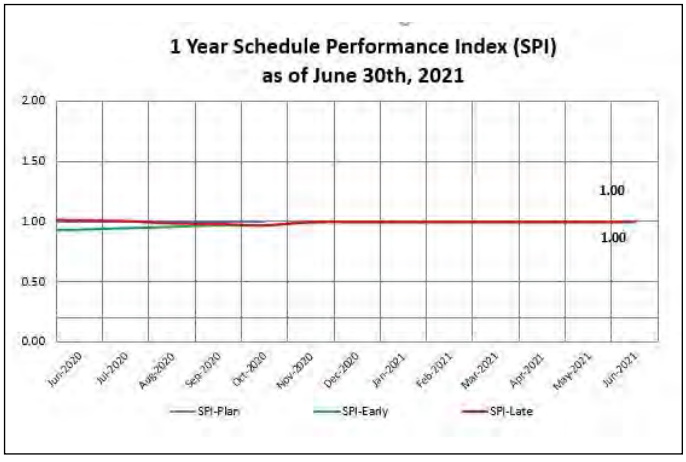
The critical path for this project currently runs through commissioning at South Bellevue Station. The contractor's June update is presented below. The contractor has granted station and parking garage access to the E750 systems contractor; coordinated track access is ongoing.

Activity Name	Start	Finish
E320 Construction	05-Dec-16 A	09-Oct-21
Milestones and Summary	05-Dec-16 A	09-Oct-21
Contract Milestones	05-Dec-16 A	09-Oct-21
Limited Notice to Proceed	05-Dec-16 A	
Notice to Proceed	13-Feb-17 A	
Milestone 3A - Clear & Grub Sweyolocken (Start of 'Wetland Fill' Work+365D)		21-Dec-18 A
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		01-Jul-21*
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		17-Sep-21*
Milestone 6 - Required Substantial Completion (NTP+1364D)		09-Oct-21*
Construction-1	21-Apr-17 A	20-Sep-21
Mobilization	21-Apr-17 A	16-Jul-18 A
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	26-Jul-21
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	20-Sep-21
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	22-Jul-21
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	10-Aug-21
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A



Schedule Performance Index

The Contractor is behind their baseline substantial completion date. While the SPI early and late, both show as 1.00 as of May, the contractor continues to remain behind. This is primarily due to track work not being complete, an NCR on 600 feet of direct fixated track and missed durations on landscaping, irrigation and mitigations.



Next Period's Activities

- **I-90 Flyover:** Install Guideway signage
- **Bellevue Way SE**: Continue landscaping and planting.
- **S. Bellevue Sta./P&R:** Continue landscaping, install irrigation, pour remaining sidewalks and fencing.
- **Wye-to-East Main:** Continue landscaping, planting and soil cell work; compost, irrigation and topsoil work and install chain fence along meandering pathway.
- **Track Work:** Ongoing distress/ thermite weld track, and pedestrian crossing work.

Closely Monitored Issues

- COVID-19 impacts
- Working adjacent to wetland areas, environmental compliance concerns



Cost Summary

Present Financial Status	Amount*
E320 Contractor - Shimmick/Parsons JV.**	
Original Contract Value	$319,859,000
Change Order Value	$10,625,322
Current Contract Value	$330,484,322
Total Actual Cost (Incurred to Date)	$325,141,760
Percent Complete	98.04%
Authorized Contingency	$38,532,000
Contingency Drawdown	$10,625,322
Contingency Index	3.5

***$ Amount excludes betterments and START.*



BWSE Island infill construction

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Contract E330 – Downtown Bellevue Tunnel

- E330 Contractor achieved Substantial Completion on July 13th, 2020.
- Sound Transit issued Final Acceptance to contractor on November 17, 2020.



Cost Summary

Final Financial Status	Amount
E330 Contractor– Guy F Atkinson Construction, LLC.	
Original Contract Value	$121,446,551
Change Order Value	($1,109,096)
Current Contract Value	$120,337,455
Total Actual Cost	$120,337,455
Percent Complete	100%
Authorized Contingency	$13,256,330
Contingency Drawdown	($1,109,096)
Contingency Index	N/A



Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

Current Progress

East Main Station: Continued canopy Electrical rough-ins, install irrigation, handrails and topsoil/plants. Continued install canopy metal panels, grade, form and pour stairs for new entrance. Continued pull wire at South Portal Electrical Building and commissioning.

Bellevue Downtown Station (BDS): Completed tile layout and grouting at public stairs platform level, placement of light pole bases, drip irrigation at surface level and finished curtain wall glazing. Continued work at elevators shafts block and backfilling emergency vehicle ramp.

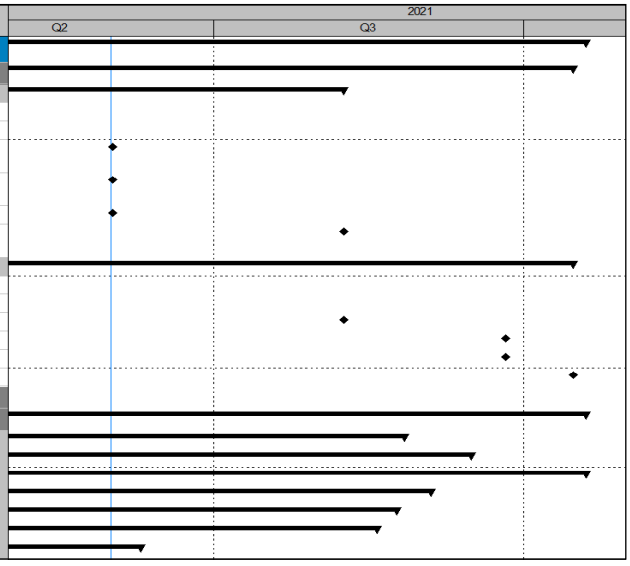
Wilburton Station: Continued install metal soffit panels, metal wall panel and curtain wall framing, glazing and trim. Continued commissioning fire alarm and fire suppression system and escalators.

120th Station: Installed hard ceiling, over head coil grill, stainless steel cladding, caulking stair access and platform light fixtures.

Schedule Summary

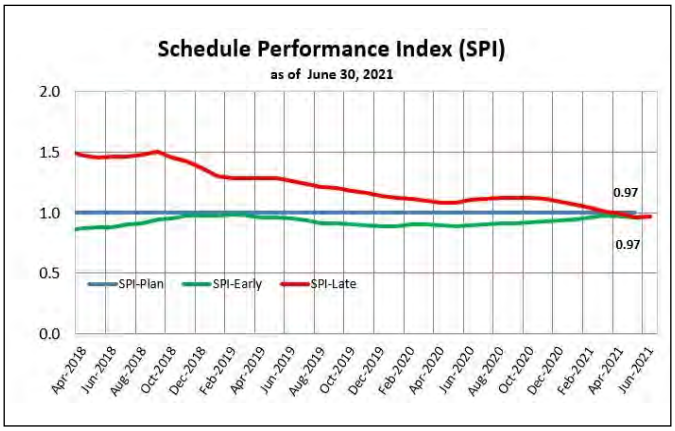
The critical path for this project runs through Bellevue Downtown Station. The contractor's May update is presented below; as of the time of this report, a June update has not been submitted. Shared access has been granted to the E750 contractor in most areas of the project.

Activity Name	Start	Finish
E335 Construction	24-Apr-17 A	19-Oct-21
Milestones	04-May-18 A	15-Oct-21
Contract Milestones	30-Sep-18 A	08-Aug-21
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		01-Jun-21*
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		01-Jun-21*
Milestone #6 - Substantial Completion of all Work (16-May-21)		01-Jun-21*
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		08-Aug-21*
Calculated Milestones	04-May-18 A	15-Oct-21
E335 Achieves Milestone #1		04-May-18 A
E335 Achieves Milestone #2		14-Jan-20 A
E335 Achieves Milestone #3		08-Aug-21
E335 Achieves Milestone #4		25-Sep-21
E335 Achieves Milestone #5		25-Sep-21
E335 Achieves Milestone #6		15-Oct-21
Mobilization	24-Apr-17 A	24-Apr-17 A
Construction	24-Apr-17 A	19-Oct-21
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	26-Aug-21
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91	24-Aug-18 A	15-Sep-21
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	19-Oct-21
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	03-Sep-21
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	24-Aug-21
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	18-Aug-21
Testing and Commissioning	01-Jun-20 A	09-Jun-21



Schedule Performance Index

This period, the SPI-Early is 0.97 and the SPI-Late is 0.97. Factors which cause the SPI curves lag are mostly due to delays at BDS and Wilburton stations, in addition, requirement to install inner duct and fiber in the tunnel impacted the wiring and termination of the mid-tunnel fans and the follow-on commissioning.



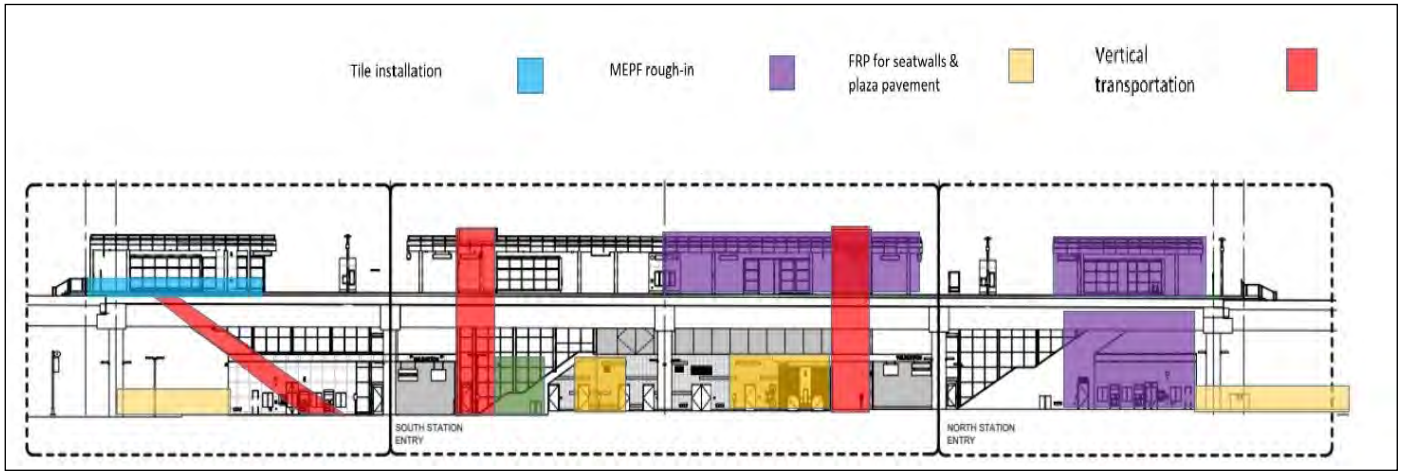
Next Period's Activities

- **East Main Station:** Continue canopy Electrical rough -in and light fixture installation, pave South Portal Electrical Building access drive way and install gate panel at SPEB.
- **BDS:** Continue landing, grout and install tiles at public stairs, install windscreen and exterior handrail, form and our sidewalk at 112th St. Commence rebar placement and moment slab. Complete paver along reflection pool
- **Wilburton Station:** Commission HVAC and conveyance. Continue install platform level windscreen framing, glazing, install escalator divider wall metal panel and framing escalator closure.

Closely Monitored Issues

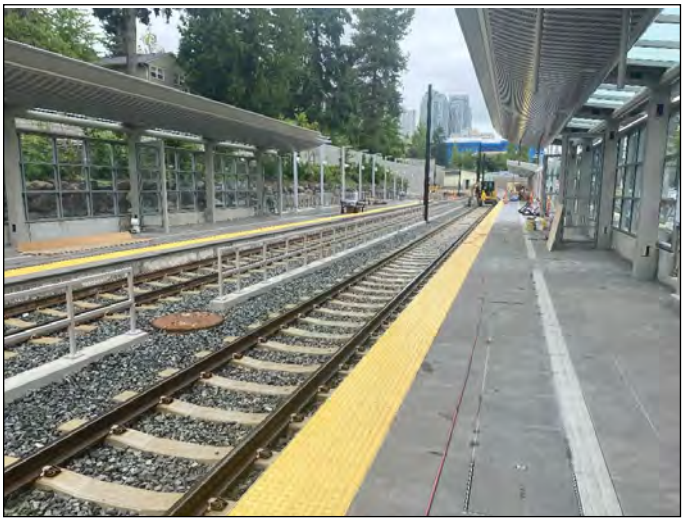
- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- Contractor has confirmed the procurement of switchgear at BDS; however, the related delays continue to impact the project schedule and continue to impede E750 access.

Wilburton Station progress map



Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck/Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$19,628,522
Current Contract Value	$413,426,732
Total Actual Cost (Incurred to Date)	$393,785,366
Percent Complete	98.1%
Authorized Contingency	$29,689,911
Contingency Drawdown	$19,628,522
Contingency Index	1.5



East Main Station Platform

Contract E340 – Bel-Red

Current Progress

Aerial Guideway: Repaired grout pads along aerial guideway plinths.

130th Ave Station: Installed station signage. Touched-up high performance coating. Installed inter-track railing. Addressed station punch list items. Cleaned and sealed rail boot.

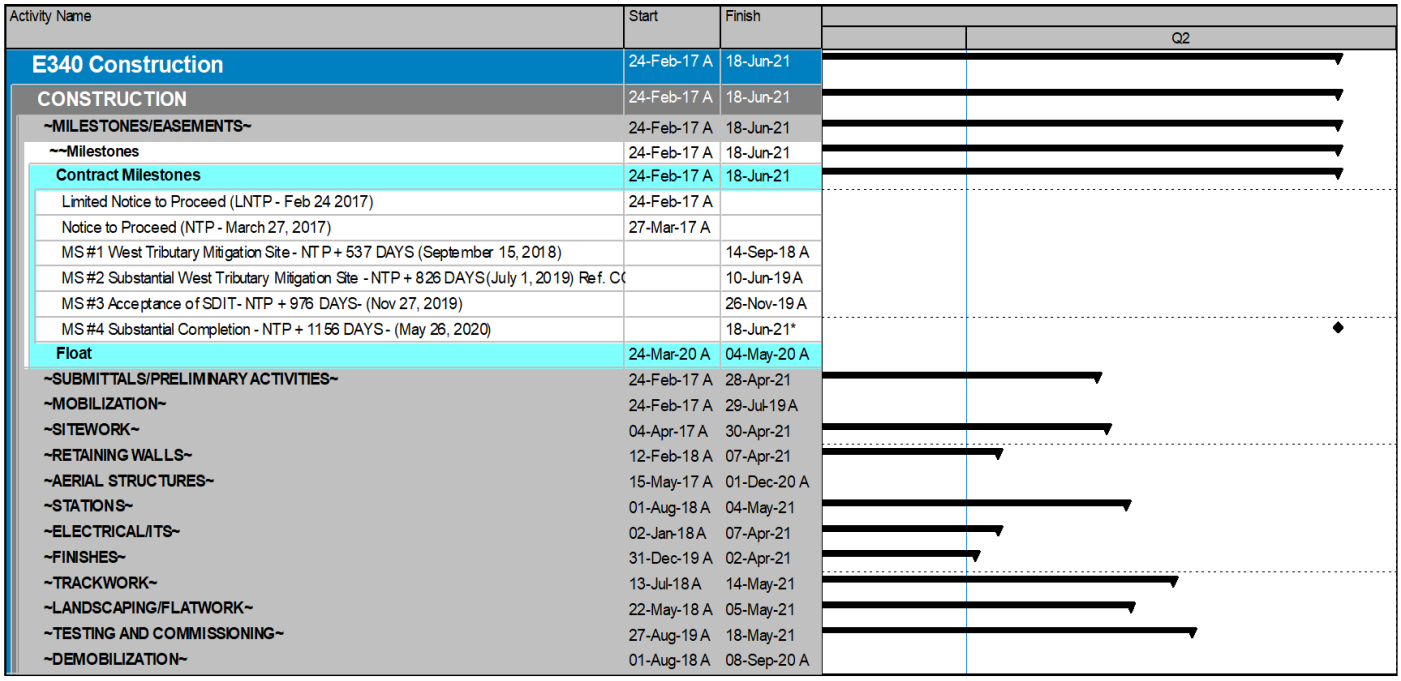
132nd Ave: Repaired crossing gate foundations and conduit installation.

System Scope: Installed messenger wire. Installed signal house foundations. Conductor installation on 136th Place.

Schedule Summary

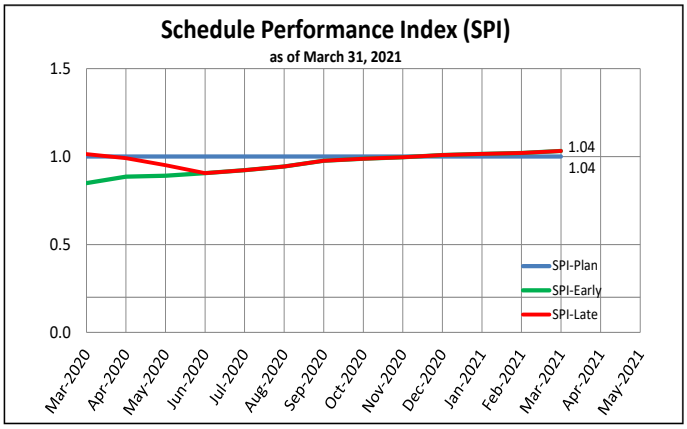
Critical path of this project segment now runs through landscaping and signage. The contractor's March update is presented below. April-June updates have not yet been submitted. ST is working with the contractor to preserve the interface with the E750 systems contractor. E750 Access to 130th Station and most of the guideway has been granted.

Activity Name	Start	Finish
E340 Construction	24-Feb-17 A	18-Jun-21
CONSTRUCTION	24-Feb-17 A	18-Jun-21
~MILESTONES/EASEMENTS~	24-Feb-17 A	18-Jun-21
~~Milestones	24-Feb-17 A	18-Jun-21
Contract Milestones	24-Feb-17 A	18-Jun-21
Limited Notice to Proceed (LNTP - Feb 24 2017)	24-Feb-17 A	
Notice to Proceed (NTP - March 27, 2017)	27-Mar-17 A	
MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2018)		14-Sep-18 A
MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. C(		10-Jun-19 A
MS #3 Acceptance of SDIT - NTP + 976 DAYS - (Nov 27, 2019)		26-Nov-19 A
MS #4 Substantial Completion - NTP + 1156 DAYS - (May 26, 2020)		18-Jun-21*
Float	24-Mar-20 A	04-May-20 A
~SUBMITTALS/PRELIMINARY ACTIVITIES~	24-Feb-17 A	28-Apr-21
~MOBILIZATION~	24-Feb-17 A	29-Jul-19 A
~SITEWORK~	04-Apr-17 A	30-Apr-21
~RETAINING WALLS~	12-Feb-18 A	07-Apr-21
~AERIAL STRUCTURES~	15-May-17 A	01-Dec-20 A
~STATIONS~	01-Aug-18 A	04-May-21
~ELECTRICAL/ITS~	02-Jan-18 A	07-Apr-21
~FINISHES~	31-Dec-19 A	02-Apr-21
~TRACKWORK~	13-Jul-18 A	14-May-21
~LANDSCAPING/FLATWORK~	22-May-18 A	05-May-21
~TESTING AND COMMISSIONING~	27-Aug-19 A	18-May-21
~DEMOBILIZATION~	01-Aug-18 A	08-Sep-20 A



Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of March 2021, which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 1.04 and the SPI-Late is at 1.04. These numbers indicate that the contractor is right on track with their current early and late performances.



Next Period's Activities

130th Ave Station: Apply permanent pavement marking. Install station signage. Address station punch-list items.

NE Spring Blvd: Install permanent signage. Apply permanent pavement marking. Conduct rail-to-earth testing at embedded track. Install inter-track railing.

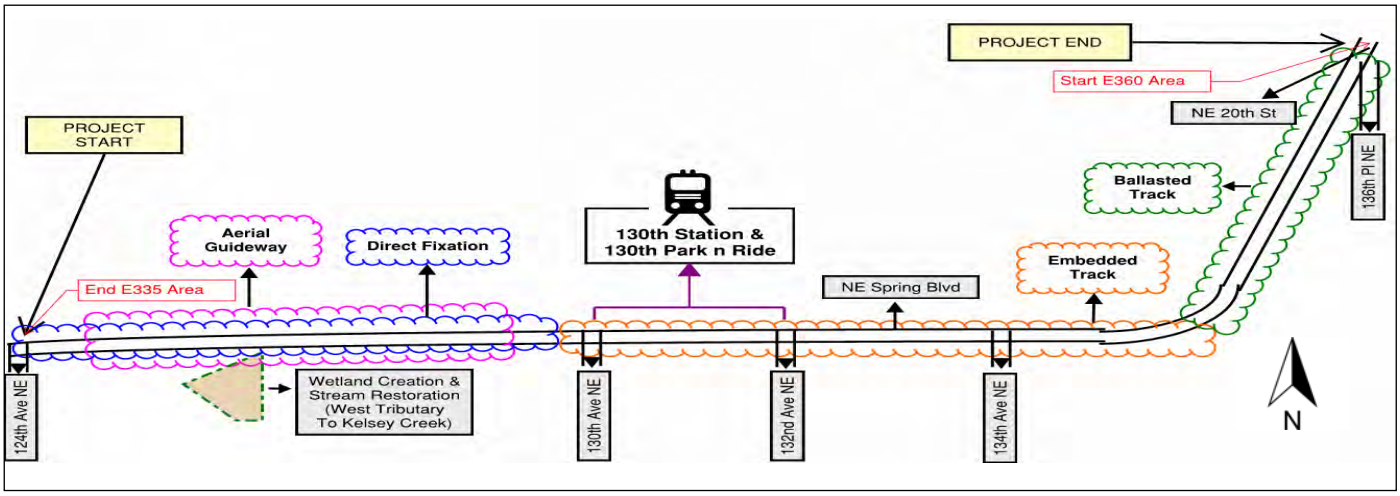
136th Place NE: Install permanent pavement marking. Apply permanent pavement making. Conduct rail-to-earth testing at ballasted track.

System Scope: Install messenger wire. Install signal house foundations.

Closely Monitored Issues

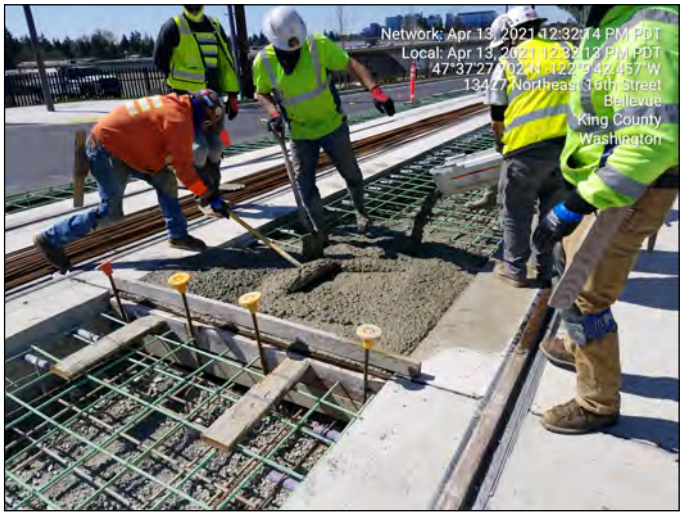
- There are non-compliant track in various stages of construction. Sound Transit is monitoring contractor's corrective method action plan to bring the rail alignment back within specified tolerances.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor needs to work out an agreement with the property owners where extensions are not granted and work has not been completed.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$6,853,371
Current Contract Value	$100,023,383
Total Actual Cost (Incurred to Date)	$97,585,090
Percent Complete	97.4%
Authorized Contingency	$14,317,000
Contingency Drawdown	$6,853,371
Contingency Index	2.03



Placing concrete in the center track slab facing west.

Contract E360 – SR 520 to Redmond Technology Station (RTS)

Current Progress

Design: Notice of Design Change work is still ongoing to include ST and KH initiated changes. Design changes include Sweeper Site Access Road and Clear Zone Protection. KH has presented a garage repair design and ST has presented an additional peer review due to garage beam cracks being discovered and is under joint ST review.

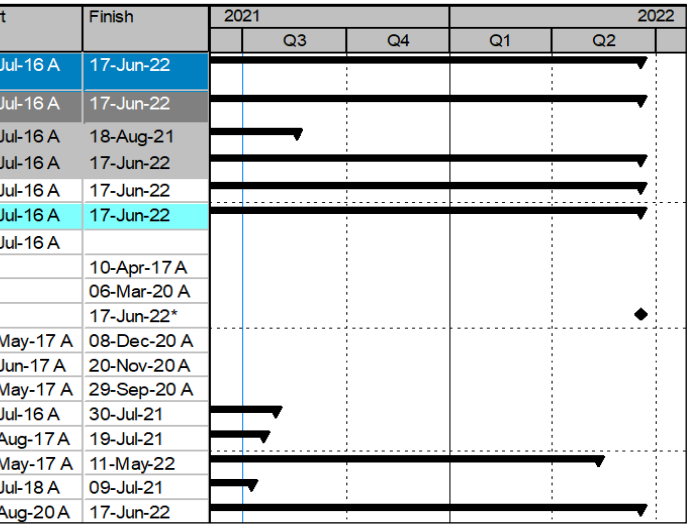
Construction:

- Work Area (WA)#1: Valley Creek vault punchlist work continues Park Place TOD fencing and grading.
- WA #2: Ductbank and ballasted track ductbank/rail punchlist work for Aerial Guideway continues. Clear Zone soil preparation and planting between Overlake Village Station (OVS) and Redmond Technology Station (RTS).
- WA #3/4: OVS punchlist work, planting, and grading at TOD site.
- WA #5: All major construction activities complete in this area.
- WA #6: RTS garage demolition/excavation continues, punchlist and NCR repair work ongoing.
- WA #7: OVS Ped Bridge form and rebar for second mock-up; Paper Clip stair cast in place forms and rebar.

Schedule Summary

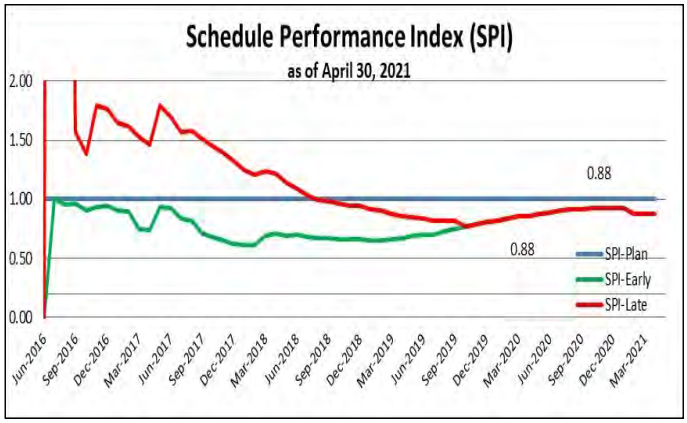
The contractor's June update is presented below. The critical path currently runs through repair work in the RTS garage. The E750 contractor now has access to all work areas.

Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	17-Jun-22
Base Contract	13-Jul-16 A	17-Jun-22
Design	13-Jul-16 A	18-Aug-21
Construction	13-Jul-16 A	17-Jun-22
General	13-Jul-16 A	17-Jun-22
Project Milestones	13-Jul-16 A	17-Jun-22
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		17-Jun-22*
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	30-Jul-21
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	19-Jul-21
WA #6 - Overlake Transit Center	01-May-17 A	11-May-22
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	09-Jul-21
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	17-Jun-22



Schedule Performance Index

The May/June/July 2020 pay apps are being withheld due to defective structural design and construction of the RTS garage. Schedule Performance Index chart has been updated per the latest schedule submittal. Early and late SPI are both 0.88. The lag on SPI curves are skewed to the late finish because of pending commercial resolution of the RTS pedestrian bridge scope that was terminated from the project.



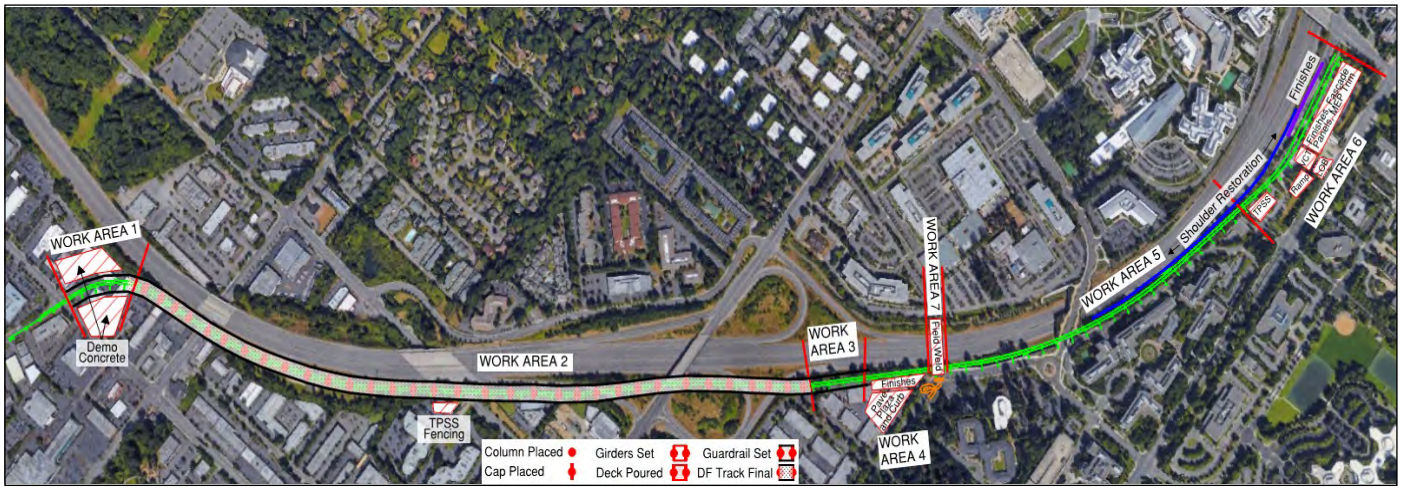
Next Period's Activities

- **WA #1:** Park Place grading and TOD Fencing
- **WA #2:** Aerial Guideway punch list work continues.
- **WA #3/4:** Punch list work/NCR Repair Work; grading OVS TOD site.
- **WA #5:** All major construction work complete.
- **WA #6:** Punch list items. RTS Garage Repair Work.
- **WA #7:** Pedestrian Bridge stair mock-up.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill.
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb weather events.
- RTS Garage Repair.
- Milestone 3A and 3B delays.
- COVID Impacts.

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$9,473,290
Current Contract Value	$234,809,378
Total Actual Cost (Incurred to Date)	$218,181,744
Percent Complete	94.6%
Authorized Contingency	$22,533,609
Contingency Drawdown	$9,473,290
Contingency Index	2.4

Excludes Betterment



WA 6— RTS Placing Forms for Garage Footings

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

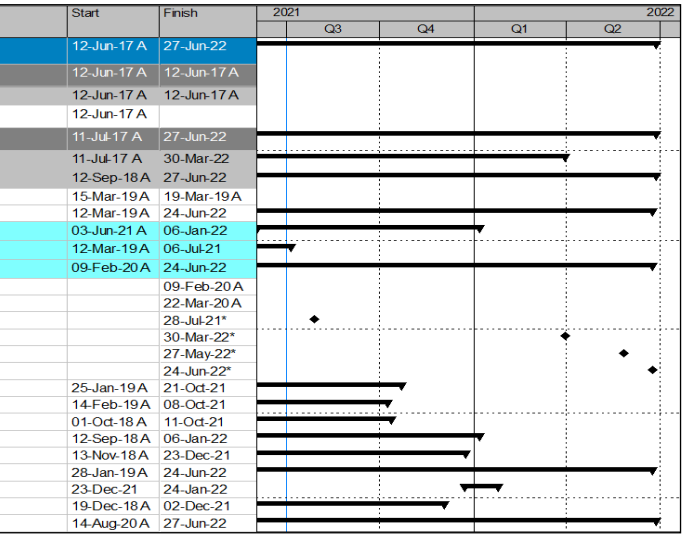
The E750 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed emergency telephones, fiber innerduct and cable at E130 civil segment.
- Installed signal equipment and cable at E130 civil segments and a signal house was delivered at E340 civil segment. Install of impedance bonds at E320 civil segment
- Install OCS poles, railing, cantilevers, brackets and supports at E130 civil segments. Install OCS poles and cantilevers at E320 civil segment.
- Installed equipment, disconnection switches, and fiber innerduct at E130 civil segment.

Schedule Summary

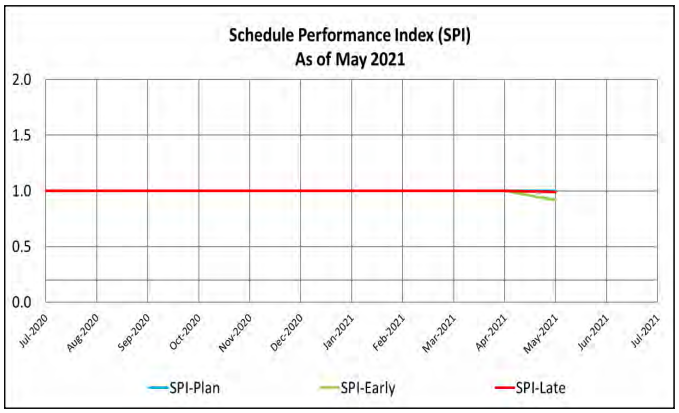
The contractor's June update is presented below. The critical path for this project is driven by access to the floating bridge trackwork, then OCS installation. The contractor has experienced some delays in access to work areas, but negotiations are nearly finalized for acceleration to achieve substantial completion in time to meet Sound Transit's post-construction schedule.

Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	27-Jun-22
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	27-Jun-22
E750 Engineering	11-Jul-17 A	30-Mar-22
E750 Construction	12-Sep-18 A	27-Jun-22
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	24-Jun-22
E750 Project Milestones	03-Jun-21 A	06-Jan-22
E750 Access Dates	12-Mar-19 A	06-Jul-21
E750 Contract Milestones	09-Feb-20 A	24-Jun-22
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		28-Jul-21*
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		30-Mar-22*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		27-May-22*
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		24-Jun-22*
E750 SCCCRM	25-Jan-19 A	21-Oct-21
E750 OCS	14-Feb-19 A	08-Oct-21
E750 Traction Power / Substations	01-Oct-18 A	11-Oct-21
E750 Signals	12-Sep-18 A	06-Jan-22
E750 Communications	13-Nov-18 A	23-Dec-21
E750 Radio	28-Jan-19 A	24-Jun-22
E750 SCADA	23-Dec-21	24-Jan-22
E750 Trunk Fiber	19-Dec-18 A	02-Dec-21
E750 Testing and Commissioning	14-Aug-20 A	27-Jun-22



Schedule Performance Index

Performance for May is shown, the June invoice has not been submitted. The SPI-Early is 0.92 and SPI-Late is 0.99.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation and delivery of TPSS and Factory Acceptance Testing (FAT).
- Ongoing installation of OCS cabling and pole installation at the E130 and E360 civil segments.

Closely Monitored Issues

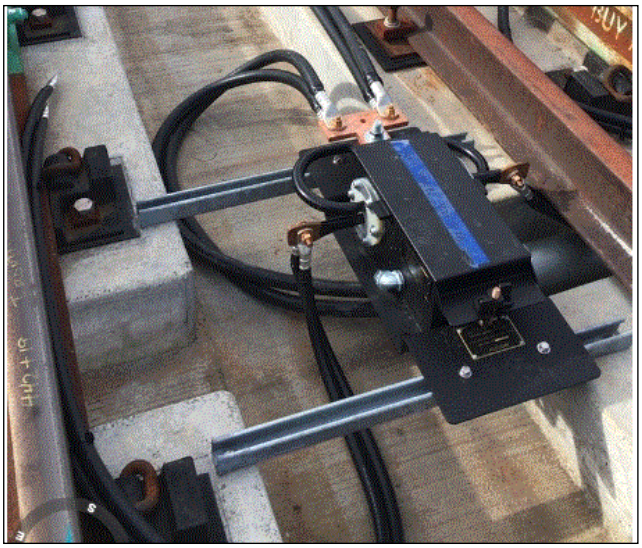
- Monitoring conduit handover from civil to systems contractor; mitigation steps have been taken to survey all conduits and to work closely with the civil contractors to rectify the situation.
- Civil contractors are currently reporting some form of delay or partial completion on the System Access Dates.
- Contractor's labor ramp up is insufficient to meet the planned construction activities. The planned to actual labor ramp up is being monitored.
- COVID-19 impacts continue to be fluid and is being monitored.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$2,722,551
Current Contract Value	$258,490,679
Total Actual Cost (Incurred to Date)	$163,796,774
Percent Complete	64.4%
Authorized Contingency	$12,788,406
Contingency Drawdown	$2,722,551
Contingency Index	2.99

**The N830 and E750 Systems is a joint procurement. The Cost Summary table above represents E750 Systems only.*



Install impedance bonds at South Bellevue Station.

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Link Light Rail
Downtown Redmond Link Extension

Project Summary

Scope

Limits The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

Stations Two Stations—SE Redmond (at Marymoor Park) and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Design Build

Budget $1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- 100% Downtown Station Design Submittal under review.
- Construction underway in all project segments.
- Issued for Construction (IFC) received for three packages – 1) Heavy Civil Guideway and Systems, 2) 60th Box Structure, and 3) SE Redmond Station and Garage.
- Fish window work at Bear Creek commenced.
- Cell service providers submitted a permit application for temporary mobile cell towers.
- Vibration testing results under evaluation to gauge impacts to nearby sensitive receptors.

Closely Monitored Issues

- Ensuring utility relocations being done by third parties support the project schedule.
- Relocation of cell towers to new temporary and permanent locations.
- Vibration impacts to sensitive receptor properties adjacent to the alignment.

Project Cost Summary

Voters approved funding for preliminary engineering for the Redmond Link Extension (DRLE) in the 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. Table (below) figures in millions. This project has now been baselined, The baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table in FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately $16.2M of expenditure. This period expenditure incurred primarily in the Construction phase $14.6M for mostly progression of design build scope and construction services and the rest of the work phases made up the balance. Total cumulative expenditure to date rose from $350.9M to $367.1M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.0	$77.0	$15.9	$15.7	$77.0	$0.0
Preliminary Engineering	$23.0	$23.0	$19.6	$19.3	$23.0	$0.0
Final Design	$4.5	$4.5	$1.0	$0.7	$4.5	$0.0
Construction Services	$58.0	$63.6	$49.4	$17.5	$63.6	$0.0
Third Party Agreements	$17.0	$17.0	$10.7	$5.5	$17.0	$0.0
Construction	$1,151.5	$1,145.9	$750.5	$208.8	$1,145.9	$0.0
ROW	$199.0	$199.0	$101.7	$99.5	$199.0	$0.0
Total	**$1,530.0**	**$1,530.0**	**$948.9**	**$367.1**	**$1,530.0**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.4	$332.4	$231.3	$64.4	$332.4	$0.0
20 Stations	$261.9	$261.9	$184.4	$30.1	$261.9	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$287.1	$287.7	$194.7	$34.4	$287.7	$0.0
50 Systems	$108.6	$103.6	$65.7	$10.7	$103.6	$0.0
Construction Subtotal (10 - 50)	**$990.0**	**$985.6**	**$675.8**	**$139.6**	**$985.6**	**$0.0**
60 Row, Land	$168.5	$168.5	$101.7	$99.5	$168.5	$0.0
70 Vehicles (Non-Revenue)	$4.1	$4.1	$0.3	$0.0	$4.1	$0.0
80 Professional Services	$289.3	$293.6	$170.8	$127.9	$293.6	$0.0
90 Unallocated Contingency	$78.2	$78.2	$0.0	$0.0	$78.2	$0.0
Total (10 - 90)	**$1,530.0**	**$1,530.0**	**$948.9**	**$367.1**	**$1,530.0**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

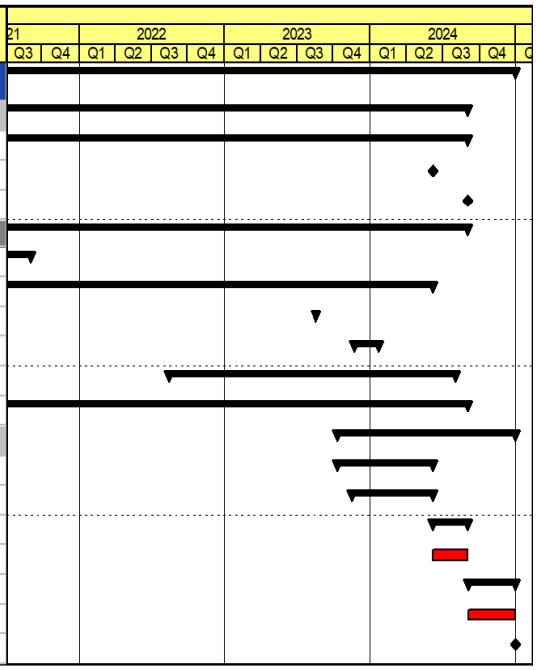
The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report supported with good probability that the project baseline cost and schedule assumptions. The externality conditions remain the same this period and may have reduced in some instances, but the generally speaking the project's risk profile remains some what unchanged. The following are the current top project risk areas:

- Property acquisition - market conditions; protracted durations of attaining control of properties; evolving design impacts property needs; however, the current cost risk seems to be subsiding due to appraisals and offers aligning to the baseline budget assumptions.
- Permitting and third party requirements - construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; permitting of stream crossings; betterment requests increases complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfaces with private utilities for utility relocations.
- Change during finalization of design and during construction—late discovery of sensitive receptors; utilities; threat and Vulnerability and preliminary hazard designs.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating start up activities across multiple extensions within a short time frame.; market shortage of qualified construction labor.
- COVID-19 pandemic - impact due to COVID-19 is unknown and this fluid situation is being closely monitored.

Project Schedule

The current project schedule is presented below. The Heavy Civil, Guideway and Systems Issued For Construction design package was released this month. Utility relocation, the 40th and 51st St. cut & cover tunnels and drilled shafts and columns for the Sammamish Guideway substructure are ongoing. Excavation and foundation work is underway at SE Redmond Parking Garage. The project is forecast for completion by the end of 2024.

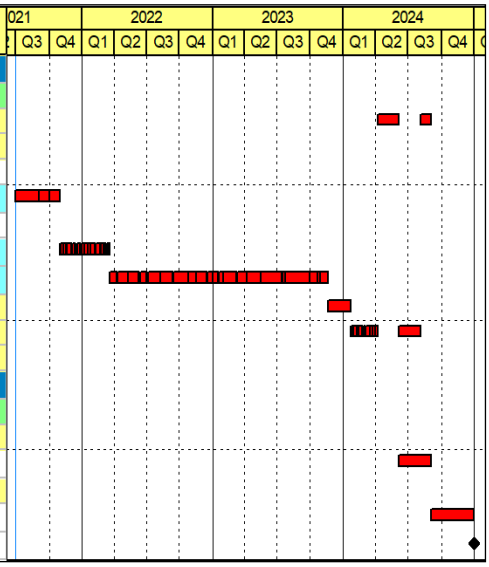
Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	02-Sep-24
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	02-Sep-24
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		04-Jun-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		02-Sep-24
OWNER FLOAT	09-Sep-19 A	02-Sep-24
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21
CONSTRUCTION	09-Sep-19 A	04-Jun-24
OCC	17-Aug-23	17-Aug-23
PUNCHLIST	23-Nov-23	22-Jan-24
TESTING INTEGRATION / REVENUE SERVICES	15-Aug-22	03-Aug-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	02-Sep-24
Downtown Redmond Link Extension - Rail Activation/Closeout	10-Oct-23	31-Dec-24
Systems Integration & Testing	10-Oct-23	04-Jun-24
Safety and Security Certification	17-Nov-23	04-Jun-24
Pre-Revenue Service	05-Jun-24	02-Sep-24
Pre-Revenue Operations	05-Jun-24	02-Sep-24
Revenue Service/Project Float	03-Sep-24	31-Dec-24
Project Float	03-Sep-24	31-Dec-24
Revenue Service		31-Dec-24



Critical Path Analysis

The critical path for R200 currently runs through girder procurement, followed by the downtown aerial guideway structure and Downtown Redmond Station, and finally into System Integration Testing.

Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	30-May-21 A	02-Sep-24
R200 Downtown Redmond Link Extension - Design-Build Contract	30-May-21 A	02-Sep-24
CONTRACT MILESTONES & INCENTIVES	06-Apr-24	02-Sep-24
CONSTRUCTION	30-May-21 A	22-Nov-23
Project Wide	30-May-21 A	01-Nov-21
Procurement	30-May-21 A	01-Nov-21
SEGMENT 6 (5137+50 - 5167+72) 3,772 LF	01-Nov-21	22-Nov-23
DRLE0321 Construct 2,970 Ft Bear Creek/Downtown Structure B	01-Nov-21	21-Mar-22
Downtown Redmond Station (Elevated)	22-Mar-22	22-Nov-23
PUNCHLIST	23-Nov-23	21-Jan-24
TESTING INTEGRATION / REVENUE SERVICES	22-Jan-24	03-Aug-24
SAFETY & SECURITY CERTIFICATION	02-Sep-24	02-Sep-24
Downtown Redmond Link Extension - Rail Activation	05-Jun-24	31-Dec-24
Downtown Redmond Link Extension - Rail Activation/Closeout	05-Jun-24	31-Dec-24
Pre-Revenue Service	05-Jun-24	02-Sep-24
Pre-Revenue Operations	05-Jun-24	02-Sep-24
Revenue Service/Project Float	03-Sep-24	31-Dec-24
Project Float	03-Sep-24	31-Dec-24
Revenue Service		31-Dec-24



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*

ACQUISITION				RELOCATION	
Total Acquisitions	**Board Approved**	**Offers Made to date**	**Closings to date**	**Relocations Required ******	**Relocations Completed to date**
84	88	91	72	1579	1572

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

*** A large majority of the relocation count is due to the relocation of storage units.*

Note: The change in Board Approved was due to a correction. The WSDOT ASL/TCAL leases was being counted in the #of parcels needed and board authorized and they should have been included in the WSDOT tracking.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR520.
- Continued outreach effort on NE 40th; NE 50th and NE 60th Street undercrossing construction
- Continued communications with regards to noise complaints from residents along SR520 corridor
- Coordination with WSDOT and City of Redmond for MOT changes

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through June of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	27.2	23.1	(4.1)
Consultants	37.0	31.6	(5.4)
TOTAL	64.2	54.7	(9.5)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



Setting cages for column constructions.



Aggregate pier installation at Marymoor Park

Construction Safety

Data/ Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	3
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	2	5	6
Reported Near Mishaps	0	1	5
Average Number of Employees on Worksite	338	-	-
Total # of Hours (GC & Subs)	21,273	129,776	161,903
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	4.62	3.71
LTI Rate	0.00	0.00	0.00
Recordable National Average	**2.80**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.



Artist rendering of Downtown Redmond Station platform

Contract R200 - DRLE Design Build

Current Progress

Design:

- Reviewed and responded to Notice of Design Change / Final Design Consultant (NDC/FDC) for systems issues.

Construction:

- Excavation, soil nail verification tests, soil nail installation, wall panel and backfill on North of 40th.
- Garage foundation excavation along with mud-slab and footing concrete placement.
- Early utility relocation work in preparation for traffic switch at the SR 202 / SR520 interchange.
- Continued coordination with third party utilities to mitigate utility relocations at NE 40th, 51st, 60th and NE 70th.
- Bear Creek site development.

Next Period's Activities

- Temporary off ramp construction SR 520 to SR 202.
- 60th Cut and Cover prep and mobilization for vertical elements. Utility relocation coordination with PSE.
- Garage footings, walls and columns with electrical rough ins.
- Continue coordination with third party utilities to mitigate utility relocations at NE40th, 51st, 60th and NE 70th.

Closely Monitored Issues

- Third Party Utilities Coordination and Changes. Contractor has submitted potential cost and time delay notices; primarily located at 40th, 51st, 60th and 70th Street as well as SE Redmond Parking Garages.
- Microsoft (Building 87) vibration mitigation. Working with the contractor to perform conceptual design in order to minimize cost and schedule impacts.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	$719,396,000
Change Order Value	$9,658,186
Current Contract Value	$729,054,186
Total Actual Cost (Incurred to Date)	$198,851,475
Percent Complete	32.8%
Alternative Concept Allowance	$46,786,362
Authorized Contingency	$78,470,238
Contingency Drawdown	$9,658,186
*Contingency Index	2.66

**Excludes Betterments*



Installation of North 40th Street false decking.

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Link Light Rail
West Seattle and Ballard Link Extensions

Project Summary

Scope

West Seattle

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS includes alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.

Ballard

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS includes alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Stations

See project map

Phase

Planning

Budget

$285.9 M through completion of Preliminary Engineering

Schedule

Revenue Service Date(s) will depend on Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork activities in support of environmental and engineering evaluation.
- Briefed community groups virtually as requested. Provided overview of outreach, project goals, agency roles and near-term opportunities for engagement.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle and Ballard Link Extensions are voter-approved projects under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $25M in 2021 for coordinating Draft EIS development, conceptual engineering; project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$63.1	$20.8	$20.5	$63.1	$0.0
Preliminary Engineering	$205.4	$89.2	$81.3	$205.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$11.4	$3.1	$1.1	$11.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$6.0	$3.0	$2.0	$6.0	$0.0
Total	**$285.9**	**$116.1**	**$105.0**	**$285.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$5.0	$3.0	$2.0	$5.0	$0.0
80 Professional Services	$263.4	$113.0	$102.9	$263.4	$0.0
90 Unallocated Contingency	$17.5	$0.0	$0.0	$17.5	$0.0
Total (10 - 90)	**$285.9**	**$116.1**	**$105.0**	**$285.9**	**$0.0**

Risk Management

Sound Transit has a vigorous risk management program and is committed to identifying, assessing, and monitoring risks and implementing risk reduction/mitigation actions. Risk Assessment for the West Seattle and Ballard Link Extensions Project was conducted as part of the ST3 Planning process.

Project issues and risks identified at this stage include:

- Reaching stakeholder consensus on a preferred alternative, including third party funding;
- Complexity of alignments in constrained environment with challenging topography and waterway crossings;
- Complexity associated with tunneling through a mature urban environment;
- Potential construction effects in a constrained environment;
- Potential effect on Central Link operations during construction;
- Right-of-way and property impacts;
- Budget risk due to higher current real estate costs and construction costs.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project has experienced approximately one year of delay through the conceptual engineering phase of design which has the potential to delay the overall project schedule. Revenue Service Dates for the project extensions to West Seattle and Ballard will depend on Board direction from the realignment process.



Community Engagement

- Prepared and staffed three briefings/activities in June 2021 to provide communities along the project corridor with opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were:
 - Pigeon Point Neighborhood Council: June 14, 2021
 - KEXP / Seattle Center: June 16, 2021
 - Seattle Center Advocacy Committee: June 22, 2021
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.
- Prepared and staffed one briefing with property owners.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects January-June actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	34.3	33.4	(0.9)
Consultants	50.0	40.1	(9.9)
TOTAL	84.3	73.5	(10.8)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
Federal Way Link Extension

Project Summary

Scope

Limits The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.

Alignment The extension generally parallels SR 99 and I-5 freeway.

Stations Stations at Kent/Des Moines, South 272nd Star Lake Park –and-Ride and the Federal Way Transit Center

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget $2.45 Billion (Baseline Sep 2018)

Schedule Revenue Service: December 2024



Map of Federal Way Link Extension.

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of FWLE section. The contractor and Sound Transit are working together on a potential long-span bridge solution and an at-grade retained cut solution to accommodate the liquefaction zone at Structure C.
- DB Contractor design submittal for siding track improvements is anticipated July 8th.
- A Dispute Resolution Board hearing was conducted on April 28th regarding taxes associated with the WSDOT 509 project. A determination has ruled in favor of the Contractor. ST working with WSDOT for a final response/next steps.
- ST, PSE and WSDOT are working together to secure time-sensitive outstanding WSDOT utility permits associated with PSE utility relocation work on WSDOT ROW.
- WSDOT utility permits associated with the borings crossing under I-5 for PSE utility relocation work on WSDOT ROW were approved and issued.
- Project team received PMOC review comments of updated PMP and the project team are evaluating responses.
- Project team continued coordinating utility relocations that are necessary to avoid conflicts with Kiewit's deep foundation drilled shaft work.
- A 3-day Quantitative Risk Assessment was held June 28th, 29th and July 1st.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $22.5M was incurred this period of which $0.6M incurred was for Right-of-Way; $1.6M incurred for Construction Services; $19.5M for Construction phase comprised mainly of $18.6M for Design Build construction contract, $0.6M for Utility Relocation by Others, and $0.2M for Cities Construction Permits. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect $2.45B .

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$33.1	$33.0	$96.5	($0.0)
Preliminary Engineering	$46.5	$49.0	$45.5	$45.1	$49.0	$0.0
Final Design	$3.1	$3.1	$1.3	$1.1	$3.1	$0.0
Construction Services	$107.0	$107.0	$97.2	$38.2	$107.0	$0.0
3rd Party Agreements	$27.7	$27.7	$24.9	$11.3	$27.7	($0.0)
Construction	$1,831.9	$1,829.4	$1,339.9	$475.7	$1,829.4	$0.0
ROW	$338.8	$338.8	$206.5	$204.0	$338.8	($0.0)
Total	**$2,451.5**	**$2,451.5**	**$1,748.5**	**$808.4**	**$2,451.5**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$451.1	$392.0	$113.4	$513.4	($62.4)
20 Stations	$318.9	$297.7	$252.1	$70.1	$333.7	($36.0)
30 Support Facilities	$5.3	$11.8	$11.4	$3.3	$5.1	$6.7
40 Sitework & Special Conditions	$558.4	$489.5	$460.8	$159.6	$649.0	($57.5)
50 Systems	$153.8	$170.4	$115.1	$33.4	$150.8	$19.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,420.4**	**$1,231.5**	**$379.8**	**$1,651.9**	**($129.5)**
60 Row, Land	$341.6	$338.8	$206.5	$204.0	$338.8	($0.0)
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$514.4	$310.5	$224.6	$294.1	$120.6
90 Unallocated Contingency	$178.1	$176.3	$0.0	$0.0	$165.1	$8.9
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$1,748.5**	**$808.4**	**$2,451.5**	**$0.0**

Note: The tables above represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks. A Quantitative Risk Assessment Workshop occurred this month and a final report is underway.

Below are the top project risks:

- Liquefaction zone identified at Structure C could require an alternate design impacting cost & schedule.
- Design and construction change requests are not implemented in a timely manner, causing cost and schedule impacts, and/ or are implemented in a manner that deviates from Operational requirements and reliability standards.
- Sanding program and LRV storage requirements impacting permit issuance.
- System adequacy for traction power design may trigger mitigation steps (Load Flow Analysis).
- Final commissioning overlap for DRLE, LLE, and FWLE may constrain resources and result in delays to Final Acceptance.
- Siding track construction delays impacting LRV storage capacity and timing
- PSE may request reimbursement to upgrade their electrical grid outside of known scope.
- PSE easements may cause delays.
- Requirements for facility and/or systems modifications by AHJs and ST.



Setting foundation casings at SR-99 Bridge (NE)



Installing slip casings for Pier 2 at SR-99 Bridge (SW)

Contingency Management

The Federal Way Link Extension project budget was baselined in September 2018 with a total contingency of $549.9M. The current contingency balance is $478.4M.

Design Allowance (DA) has been used and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC decreased by $6.5M based on F200 CO executed and the addition of contingency budget for funding future utility relocations.

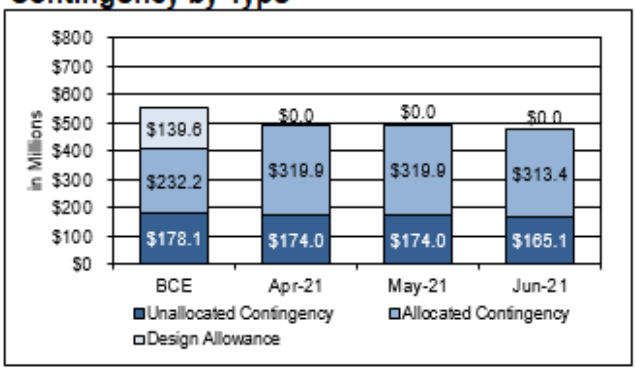
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC was reduced by $8.9M for additional funding needed for utility relocation task order agreements.

Contingency Status (Monthly)

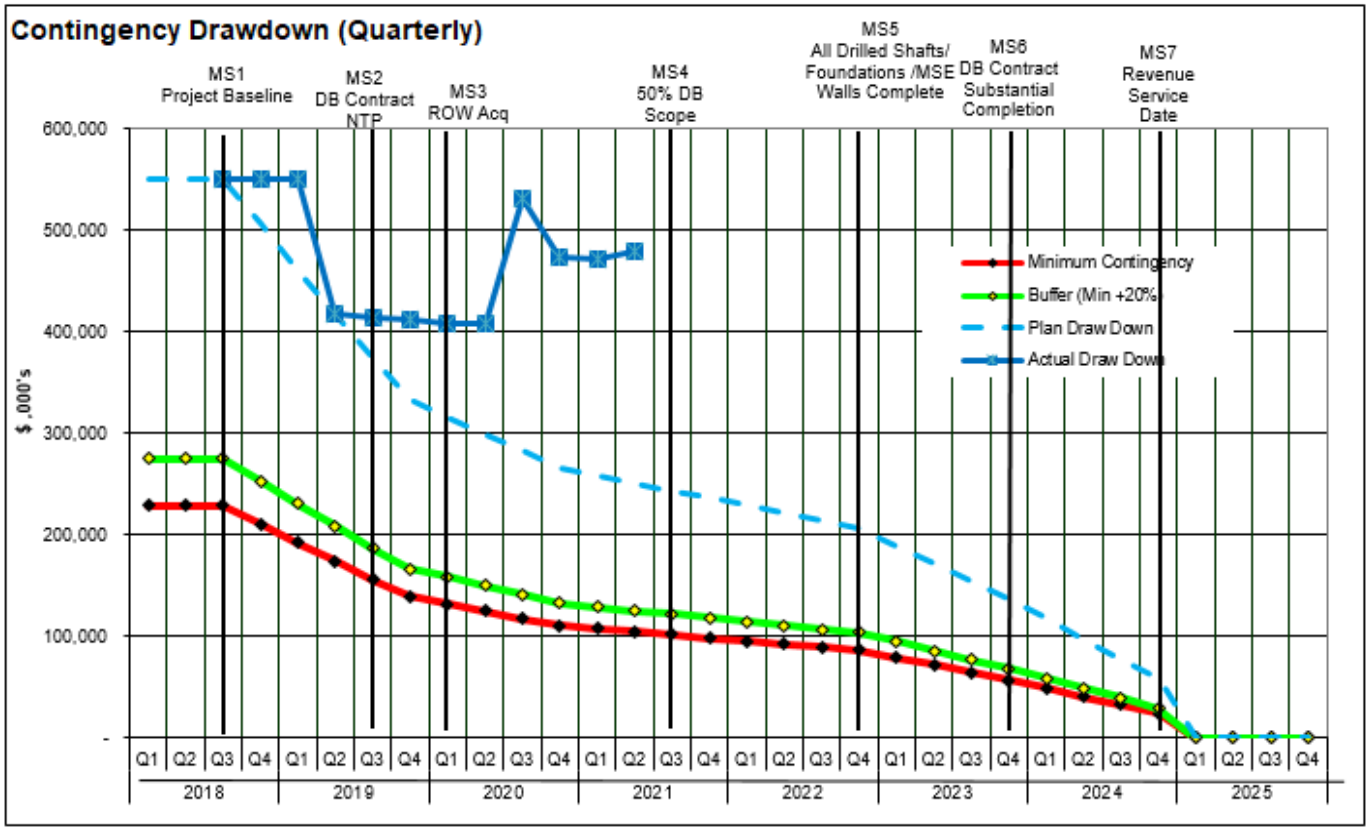
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$313.4	19.1%
Unallocated Contingency	$178.1	7.3%	$165.1	10.0%
Total:	**$549.9**	**22.4%**	**$478.4**	**29.1%**

Table figures are shown in millions.

Contingency by Type



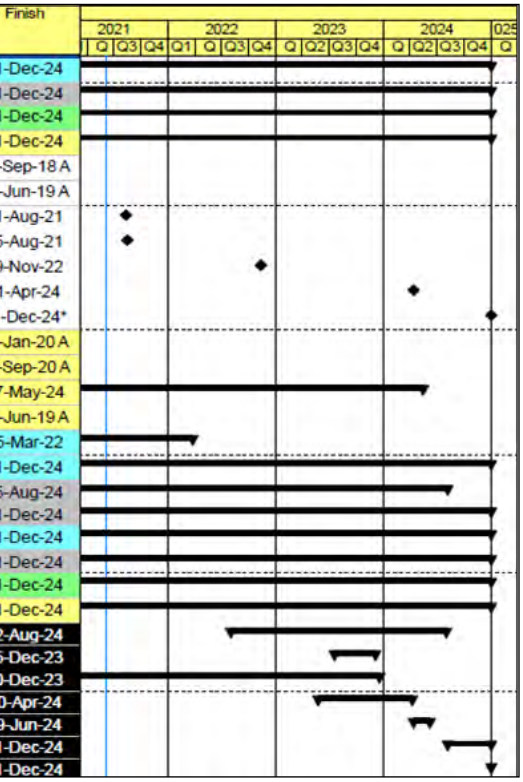
Contingency Drawdown (Quarterly)



Project Schedule

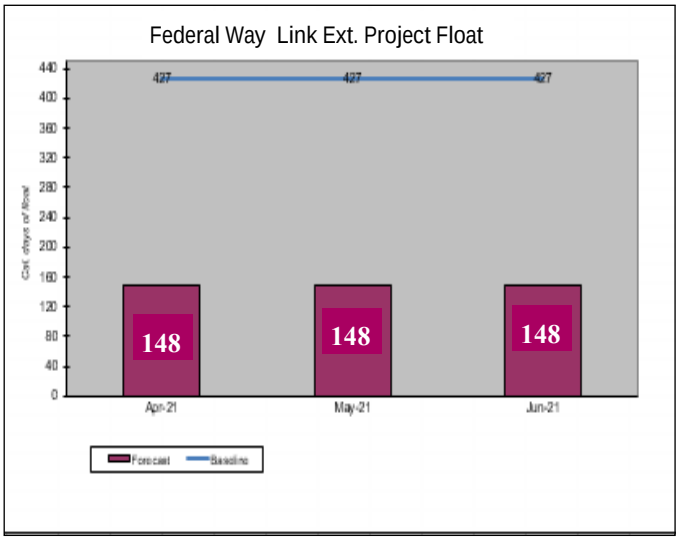
The project schedule is presented below. Right-of-Way acquisitions are nearly complete. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. Construction NTP was issued in early May 2020. FWTC re-design change order was approved by the ST Board in April. ST project float contingency is expected to be reduced to 148 days once the FWTC CO is endorsed in July. Revenue Service remains on schedule for Q4 2024.

Activity Name	Start	Finish
Federal Way - Master Schedule	01-Jul-16 A	31-Dec-24
Federal Way Link Extension -Integrated Master Schedule	01-Jul-16 A	31-Dec-24
Federal Way Link Extension -Integrated Master Schedule	01-Jul-16 A	31-Dec-24
Baseline/FFGA Milestones	27-Sep-18 A	31-Dec-24
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		11-Aug-21
MS 03 - ROW Acquisitions Complete (Q1 2020)		15-Aug-21
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		09-Nov-22
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		11-Apr-24
MS 07 - Revenue Service w/Float (Q4 2024)		31-Dec-24*
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	17-May-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	25-Mar-22
Federal Way - Construction	01-Jun-19 A	31-Dec-24
Federal Way - F200 -Guideway and Stations - D/B Schedule Update	01-Jun-19 A	05-Aug-24
Federal Way - F210 -Traffic Mitigation	04-Jan-21 A	31-Dec-24
Federal Way - Rail Activation	03-Aug-20 A	31-Dec-24
Federal Way Link Extension - Rail Activation	03-Aug-20 A	31-Dec-24
Federal Way Link Extension - Rail Activation	03-Aug-20 A	31-Dec-24
Rail Activation	03-Aug-20 A	31-Dec-24
Rail Activation by Task	01-Aug-22	02-Aug-24
LRV Conditional Acceptance - FWLE	17-Jul-23	05-Dec-23
FWLE IT Coordination	03-Aug-20 A	20-Dec-23
Systems Integration & Testing	25-May-23	10-Apr-24
Pre-Revenue Service	11-Apr-24	09-Jun-24
Project Float	06-Aug-24	31-Dec-24
Revenue Service	31-Dec-24	31-Dec-24



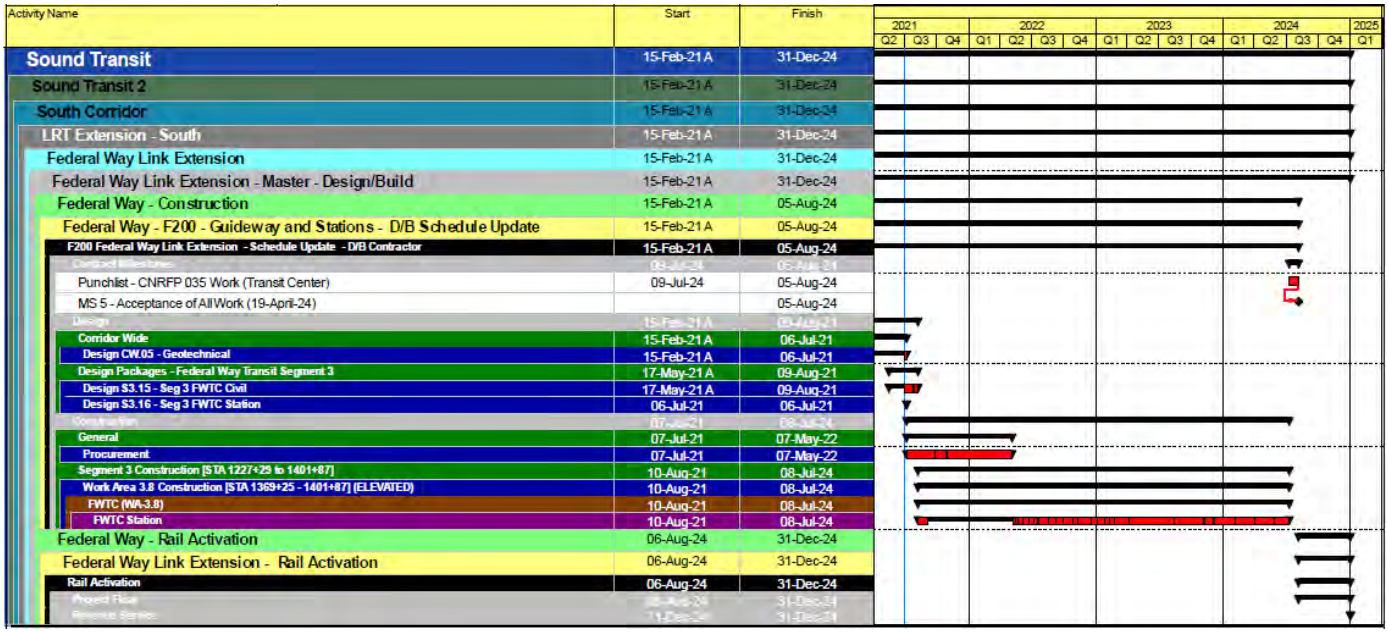
Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 148 days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024. Schedule pressure from ST design revisions for FWTC will require the reduction of float contingency. No change orders have been issued to adjust contract milestones or utilize project float contingency at this time, but is expected in July.



Critical Path Analysis

The critical path to Revenue Service currently runs through KDM Station decks and diaphragms, KDM platform concrete to FWTC platform concrete, FWTC structure and finishes, commissioning through Pre-Revenue Service and ST project float contingency. A secondary critical path is also being monitored through FWTC design, steel procurement and steel erection at FWTC station. The change order for FWTC redesign has been incorporated in the schedule and was approved by ST Board in April. Negotiations were completed and is expected to be signed by both parties in July. Kiewit is showing F200 Milestone #5 Final Acceptance as August 5, 2024 for completion of the project. The schedule update for June 2021 has been accepted as we continue to work with Kiewit regarding ongoing schedule impacts.



Right-of-Way

Acquisitions for a range of property interests, includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The ROW status for this period is summarized in below table.

Federal Way Link Extension Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions	**Board Approved**	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
257	353	338	307	441	432

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

Terminology: Total Acquisitions is defined as only parcels (recognizing only land not owners). Board Approved based on parcels and

Community Engagement

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Completed Kent/Des Moines station area TOD survey with 925 responses.
- Held neighborhood briefing for Saybrook Condos/FL296 in Federal Way on June 17.
- Conducted first in-person outreach event of 2021 at the Federal Way Farmers Market Juneteenth celebration on June 19.
- Extensive outreach and planning for clearing and grubbing at Camelot Square Mobile Home Park.
- Developed outreach plan for upcoming closure of S 216th bridge in July/August.
- Continued enrollment and promotion of Loyal to the Local businesses along the alignment.
- Met with various property owners and local businesses to address concerns about future project impacts.



Community Engagement at Federal Way Farmers Market



Girders in SeaTac, north of S 208th St. on June 17

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall the project FTE is 7.1 under the staffing plan for this period. DBPM Services is slightly over plan as they address Design-Build contractor activities for change management, design and major construction oversight that involves drill shafts, demo, utility relocations and various civil site work throughout the alignment. ST staffing is trending approximately 11.2 under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	32.7	(11.2)
Consultants	57.3	61.4	4.1
TOTAL	101.2	94.1	(7.1)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report at this time.	

Construction Safety

Data/ Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	1
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	4	7
Reported Near Mishaps	0	1	3
Average Number of Employees on Worksite	433	-	-
Total # of Hours (GC & Subs)	58,498	262,187	483,119
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.76	0.41
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

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F200 Design Build Contract

Current Progress

Status at the close of June 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, completed 35 of 46 design packages and 14 of 17 final specification packages. A review of the baseline schedule for design delivery identified 7 late items: 5 design packages and 2 specification packages. Civil clear & grub is nearing completion, guideway structures are in progress, and KDM Garage construction is ongoing.

Design:

- During the month, 8 RFIs, 40 Shop drawings, and 44 FDC/NDCs were received
- Load Flow Analysis (LFA) for the traction power system Task Force meetings were ongoing throughout June.
- Structure C 30% Long Span Bridge design under review. Structure C soil liquefaction task force meetings were ongoing.
- 216th Undercrossing redesign completed.
- Mark Twain IFC completed.

Construction:

- Guideway structures % completeness (all Segments): Drilled shafts = 69%, Columns = 58%, and Caps and Straddles = 42%, Girder erection = 18%.
- Guideway superstructure activities in segment 1 include: girder placement (WA1.1 A14-A21), abutments, diaphragms, and girder stops.
- KDM Garage: footings and stem walls, SOG foundations, ramps walls, underground plumbing, and electrical.
- SR99 Bridge effort included: drilled shafts and columns.
- Midway landfill: geomembrane installation, trash removal, wall construction, drainage lines, and backfill .
- FWTC and EOL: columns and cap construction including rebar, falsework and formwork.



WA3.8 Straddlebent Cap Beam at G21

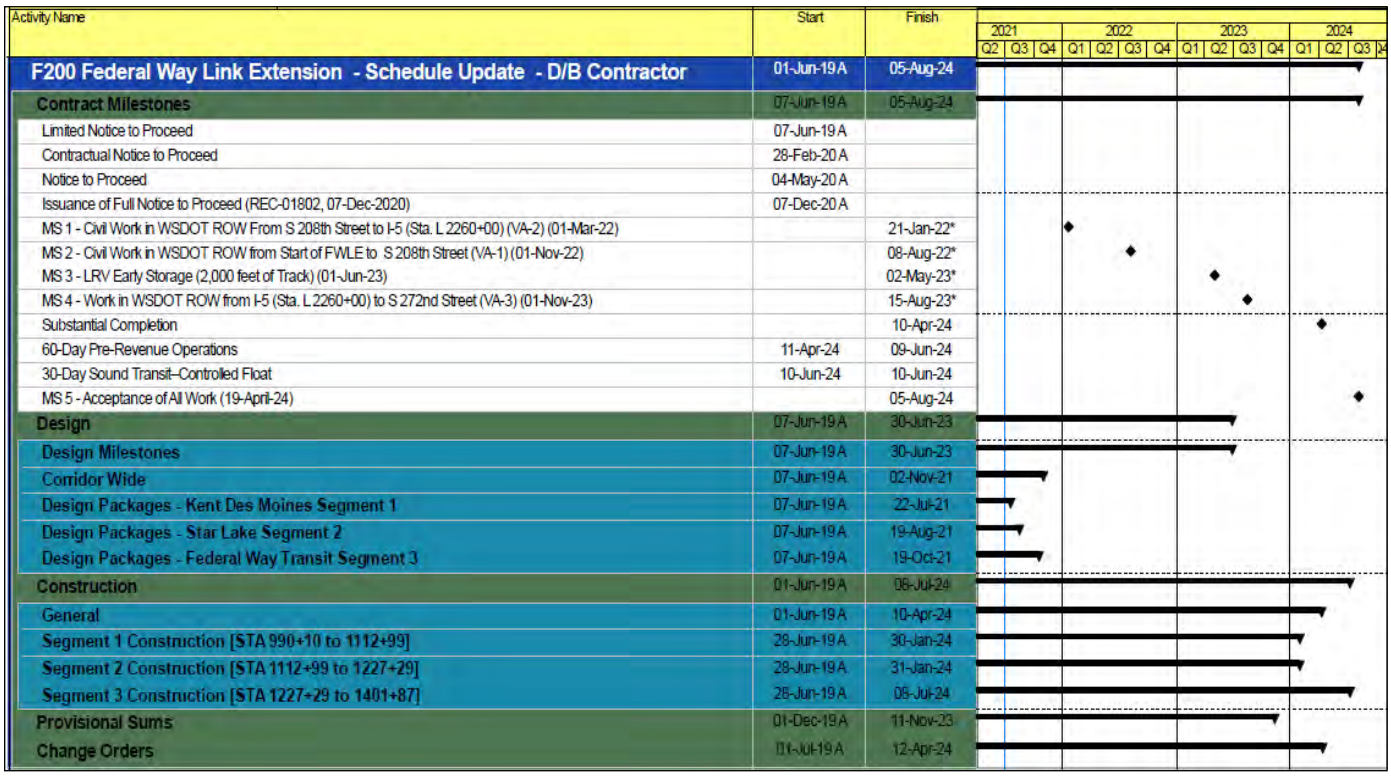


WA1.1C Span A18 Overnight Cure

Schedule Summary

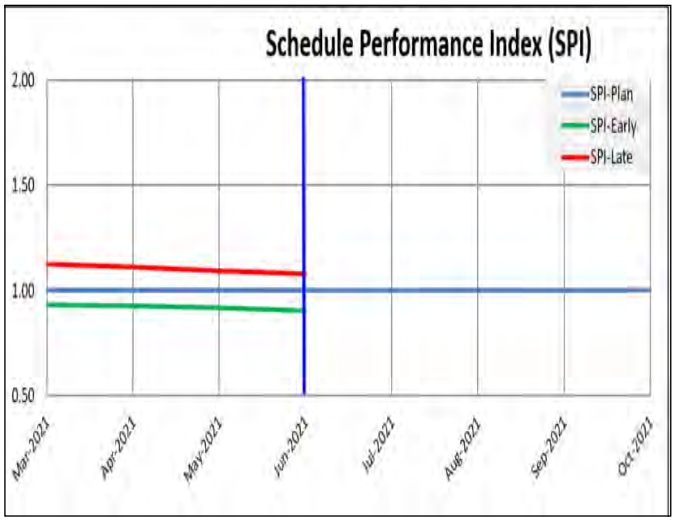
The progress schedule for June 2021 has been accepted and is shown below. Construction NTP was issued in May 2020. All contract milestones are currently being met. Federal Way Transit Center redesign change order was accepted by the ST Board in April which will move Milestone #5 Final Acceptance to August 5, 2024. ST will continues to work with Kiewit regarding ongoing schedule impacts.

Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	05-Aug-24
Contract Milestones	07-Jun-19 A	05-Aug-24
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		21-Jan-22*
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		08-Aug-22*
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		02-May-23*
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		15-Aug-23*
Substantial Completion		10-Apr-24
60-Day Pre-Revenue Operations	11-Apr-24	09-Jun-24
30-Day Sound Transit–Controlled Float	10-Jun-24	10-Jun-24
MS 5 - Acceptance of All Work (19-April-24)		05-Aug-24
Design	07-Jun-19 A	30-Jun-23
Design Milestones	07-Jun-19 A	30-Jun-23
Corridor Wide	07-Jun-19 A	02-Nov-21
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	22-Jul-21
Design Packages - Star Lake Segment 2	07-Jun-19 A	19-Aug-21
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	19-Oct-21
Construction	01-Jun-19 A	06-Jul-24
General	01-Jun-19 A	10-Apr-24
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	30-Jan-24
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	31-Jan-24
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	06-Jul-24
Provisional Sums	01-Dec-19 A	11-Nov-23
Change Orders	01-Jul-19 A	12-Apr-24



Schedule Performance Index

For the June period, the Early SPI is 0.91 and Late SPI is 1.08 (previously: 0.92 and 1.10, respectively). June's actuals were less than both the Early and Late date planned value for the period. Although the Early SPI is less than 1.0, compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit continues to remain within acceptable performance tolerances for cumulative early and late curves.



Next Period's Activities

Design:

- FWLE 90% design submittal.
- Continue effort on NDC responses (completing designs) and RFIs.
- 216th Undercrossing construction to start.
- Mark Twain design is expected to be completed.
- FWTC Station and Garage designs to progress to 90/100%.
- Laurelwood Park Mitigation design to be completed.
- Structure C 30% Long Span Bridge design to be completed. A final report on the soil conditions is expected

Construction:

- SR99 Bridge: soldier piles and lagging, pier facing, columns and grading.
- KDM Garage: various columns, ramp 1-2 construction.
- Substructure (drilled shafts, columns, and caps) throughout all segments.
- Superstructure (abutments and diaphragms) in segment 1. Aerial Guideway Girder inspection and erection at WA 1.3 (B16 – B24).
- Midway landfill: continue grading, soil reclamation, and installation of geomembrane.
- 216th Undercrossing: wall forms, cut and cap waterline, mass excavate for tunnel, rebar fab.

Closely Monitored Issues

- Load flow analysis (LFA): Traction Power system configuration not yet complete.
- Structure C soil liquefaction.
- Siding Track completion may affect LRV delivery; IFRC is pending.
- COVID-19: updated plan was accepted Siding Track completion may affect LRV delivery; IFRC is pending.

SBE/DBE Participation: As of the June 2021 performance period, SBE participation is currently 9.25%, but remains below the contract goal of 15%. DBE participation is at 6.72% (of the 5% contract goal).

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co.	
Original Contract Value	$1,285,200,000
Change Order Value	$79,383,964
Current Contract Value	$1,357,115,964
Total Actual Cost (Incurred to Date)	$465,615,318
Percent Complete	36.21%
Authorized Contingency	$248,297,519
Contingency Drawdown	$79,383,964
Contingency Index	1.13



WA1.3 Apply Curing SOG P5-P10

Link Light Rail
Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility; The at-grade alignment will include additional signals, OCS, traction power, and communications infrastructure.

Phase Construction

Budget $252.7 Million (Re-Baselined June 2020)

Schedule Revenue Service: May 2022



Map of Hilltop Tacoma Link Extension.

Key Project Activities

Final Design: Design consultant continued design services during construction scope including review of construction contractor submittals and responded to requests for information.

Construction: June construction activities were performed in accordance with contractor COVID-19 safety training and protocols.

- **Heading 1**: Installed track switch drainage and poured track turnouts south of S. 7th and Commerce intersection. Continued building outbound rail between the crossover and Theatre District Station. Began storm and water main work at 9th and Commerce. Set OCS poles on west side of Commerce from S. 7th to S. 9th.
- **Heading 2**: Completed installation of street lighting conduits on Division Ave. from J to K St.
- **Heading 3:** Poured ADA ramps at S. 18th, S. 17th and S. 16th. Completed channelization and signage on MLK from S. 19th to S. 16th. Completed installing signalization poles, wiring and conductors at S. 15th and MLK intersection. Began traffic signalization installation at MLK and S. 11th intersection. Poured curb and gutter on MLK between S. 16th and S. 17th.
- **OMF: E. 25th St –** Completed eleven day cutover on E. 25th St. on June 30th. Revenue service commenced July 1. Began flatwork at OMF entrance on E. 25th St. **Yard –** Installed OCS assemblies in the yard. Completed fire suppression and plumbing installation in the multi-purpose facility. **Interior –** Completed installing hand rails at wheel truing pit. Completed communication room air tight procedures. Installed wash facility backflow preventer and performed water test. Installed expansion joints at existing OMF. Continued miscellaneous trim work at reception and open office areas. Continued building testing and commissioning activities.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Approximately $3.2M was incurred in the June 2021 period. A majority of the expenditures ($1.5M) occurred in the Construction Phase that are related to the T100 contract, City of Tacoma Work Orders, Vehicle Procurement, and Startup & Testing. The remaining expenditures are from Administration, Construction Services, and Final Design phases.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$21.7	$16.6	$16.4	$21.7	$0.0
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$14.1	$13.7	$13.4	$14.1	$0.0
Construction Services	$12.4	$10.4	$9.9	$12.4	$0.0
3rd Party Agreements	$1.5	$1.3	$1.0	$1.5	$0.0
Construction	$162.0	$135.6	$116.5	$162.0	($0.0)
Vehicles	$33.4	$32.3	$6.9	$33.4	$0.0
ROW	$2.2	$2.2	$1.9	$2.2	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$252.7**	**$217.7**	**$171.5**	**$252.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	$31.0	$26.0	$22.3	$31.0	($0.0)
20 Stations	$3.5	$2.9	$2.5	$3.5	$0.0
30 Support Facilities	$41.2	$34.5	$29.6	$41.2	$0.0
40 Sitework & Special Condi-	$51.7	$43.4	$37.2	$51.8	$0.1
50 Systems	$34.6	$28.9	$24.8	$34.6	$0.0
Construction Subtotal (10 - 50)	**$161.9**	**$135.6**	**$116.5**	**$162.0**	**($0.1)**
60 Row, Land	$2.0	$2.2	$1.9	$2.2	$0.2
70 Vehicles (non-revenue)	$33.1	$32.3	$6.9	$33.4	$0.3
80 Professional Services	$53.8	$47.6	$46.1	$55.2	$1.4
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	($2.0)
Total (10 - 90)	**$252.7**	**$217.7**	**$171.5**	**$252.7**	**$0.0**

Risk Management

The Hilltop Tacoma Link Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks, taking mitigation actions for known risks identified on the risk register, and effectively responding in a timely manner to those risks that pose a significant impact to the project cost or schedule forecast.

A Quantitative Risk Assessment occurred in May 2021. Below are the top risk.

The current top project risks include:

- The T100 contractor may submit a cumulative impact claim to ST.
- Third party coordination required for submittal, RFI responses and design reviews may delay construction work progress.
- LRV testing complications may occur after delivery.
- LRV Procurement Schedule - Sufficient time must be allowed for the manufacturer to deliver the cars, otherwise testing and opening of the expansion could be delayed. Current OMF can store 1 LRVs for delivery.
- Inadequate schedule contingency (float) may result in project finishing later than anticipated
- Cutovers - Contractor planning and implementation from existing alignment to new alignment at 9th & Commerce St. switch may negatively impacts Operations.
- Work zone constraints due to traffic control for associated utility work considerations and impacts to stakeholder require additional Contractor resources.
- Construction Modifications - ADA curb ramp. Request by City of Tacoma for adjustments to approved design and/or rework of contract compliant constructed ADA curb ramps due City discretionary inspection.



Hanging traffic signals heads

Contingency Management

Hilltop Tacoma Link Extension was baselined on September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC to address the Procurement of the Tacoma LRV and T100 Construction contracts, Design Services During Construction contract, and various construction change orders. The baseline contingency levels were insufficient and required an additional $35.4M that was approved by the ST Board in June 2020.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0M, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately $3.4M due to executed change orders for T100 and DSDC contracts. Current balance is to $25.2M.

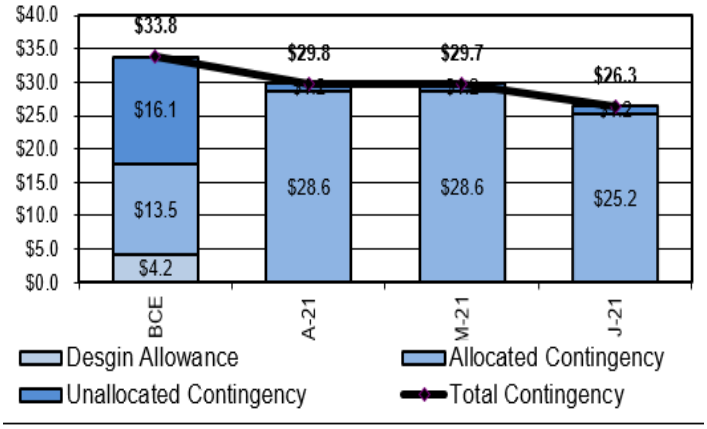
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains unchanged this period.

Contingency Status (Monthly)

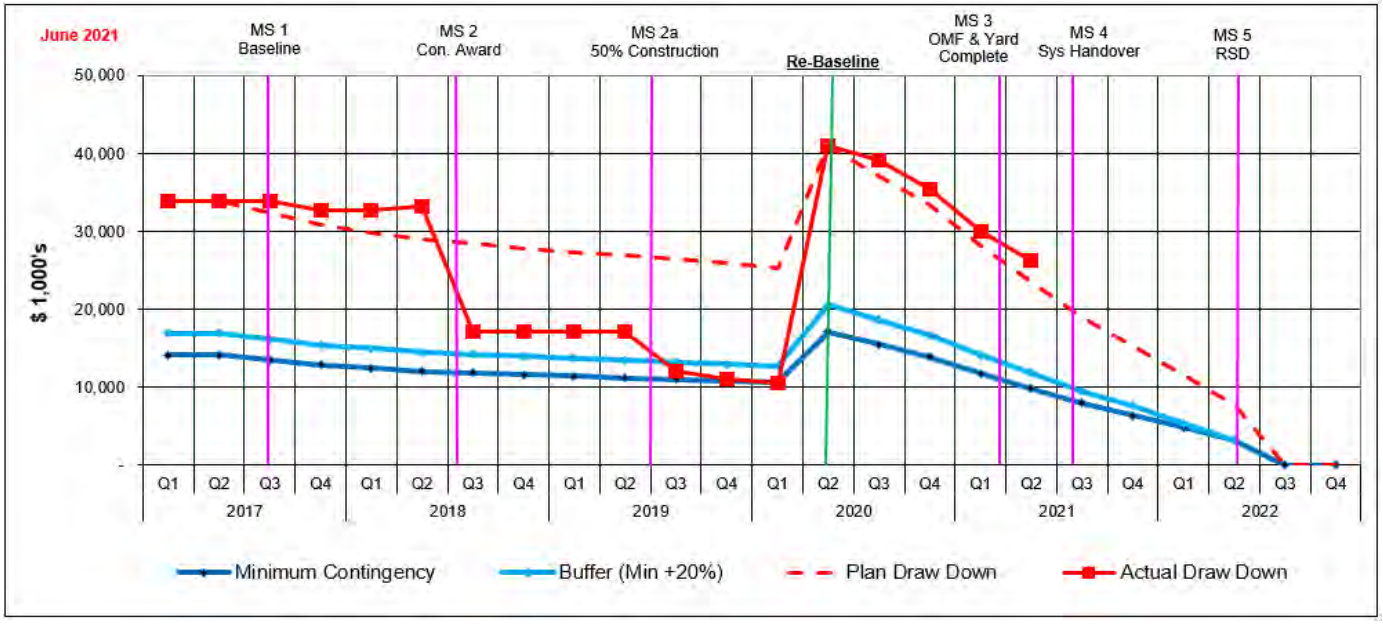
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$25.2	31.0%
Unallocated Contingency	$16.1	8.2%	$1.2	1.4%
Total	**$33.8**	**17.2%**	**$26.3**	**32.4%**

Table figures are shown in millions.

Contingency by Type Histogram ($ Millions)



Contingency Drawdown (Quarterly)



Project Schedule

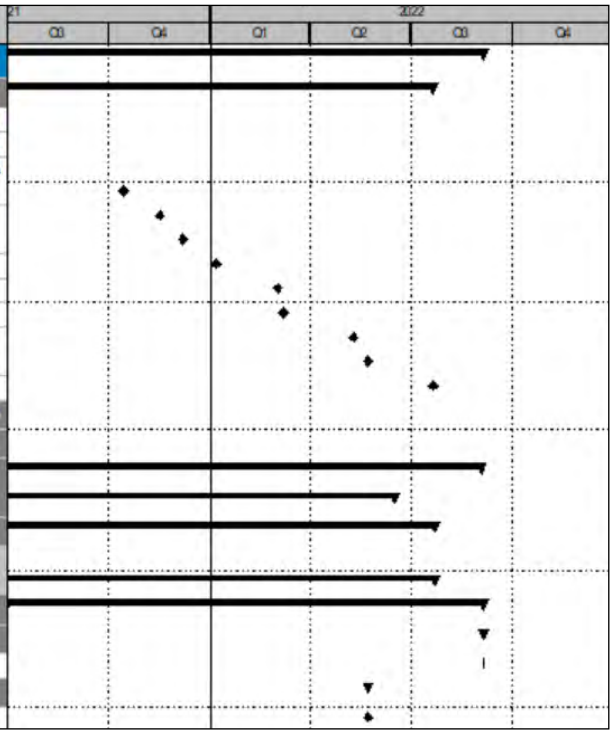
The Master Schedule has been updated through the end of June 2021. Overall physical percent complete is 82% .

LRV: Forecast delivery of the first car arriving in late Q4 2021 and last car in Q1 2022. The car builder 's schedule forecasts 3 of 5 cars will be delivered and conditional accepted to support pre-revenue service startup.

T100: Preliminary results of our recent QRA indicate delays to revenue service unless immediate mitigations are implemented.

ST requested a recovery schedule from contractor.

Activity Name	Start	Finish
HTLE - June 2021 Update	02-Feb-15 A	04-Sep-22
Project Milestones	28-Sep-17 A	21-Jul-22
MS-01 - Project Baseline		28-Sep-17 A
MS-02 - Construction Contract Award		27-Aug-18 A
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehicle Locator		21-Nov-18 A
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		14-Oct-21*
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		16-Nov-21*
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		06-Dec-21
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		05-Jan-22
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		02-Mar-22
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		07-Mar-22
T100 - Systems Handover to ST		09-May-22
MS-05 Revenue Service Date		23-May-22*
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		21-Jul-22
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A
ROW & Third Parties	01-Oct-15 A	14-Jun-17 A
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	02-Sep-22
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-Jun-22
Construction	23-Jan-18 A	22-Jul-22
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A
T100 Hilltop Jun21 Update Final	31-May-18 A	22-Jul-22
SIT / Pre-Revenue Testing	01-Jul-21	04-Sep-22
Project Float - Owner Controlled	04-Sep-22	04-Sep-22
Project Float - Baseline Project Float (None Remaining)	04-Sep-22*	04-Sep-22
Revenue Service	23-May-22	23-May-22
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*

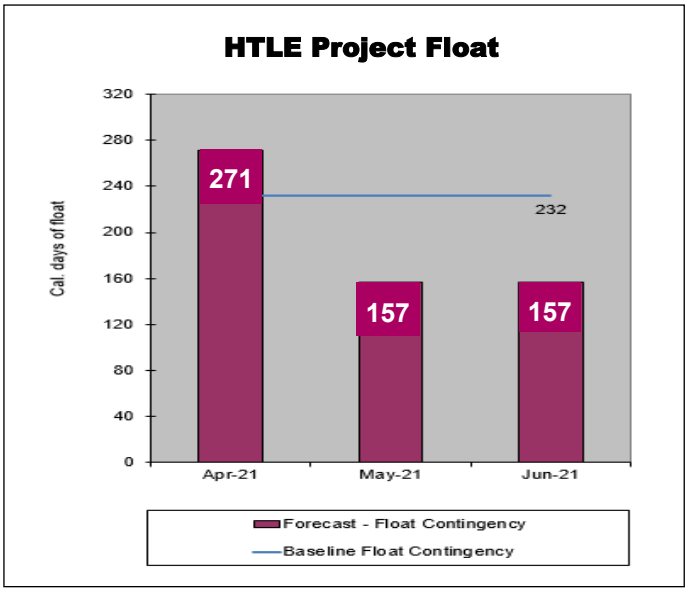


Project Float

Hilltop Tacoma Link Extension was baselined with 232 days of project float in the schedule in order to achieve Revenue Service on May 23, 2022. *Current HTLE Master schedule forecasts that all the remaining project float of 157 days will be needed in order in order to maintain Revenue Service Date*

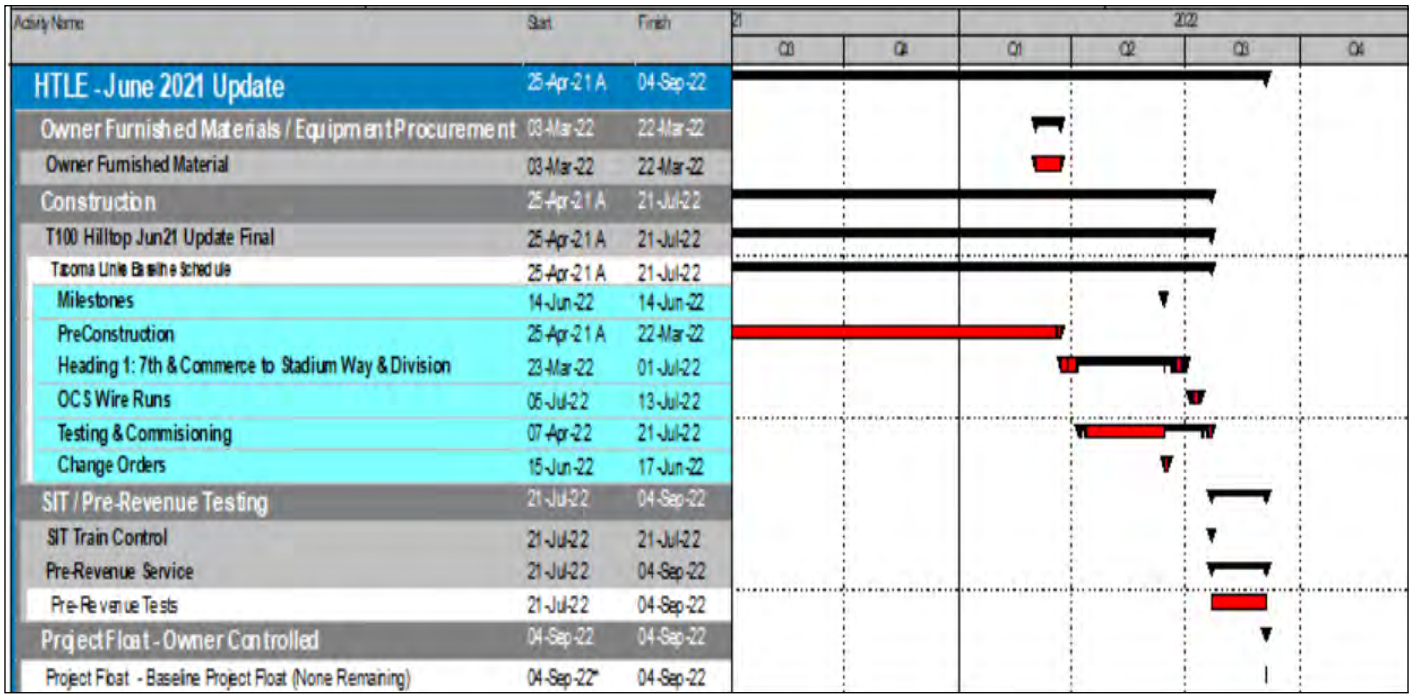
RFC #251 with 110 day time extension is reflected in the current project drawdown.

RFC #305 with a projected 58 day time extension is in the review process



Critical Path Analysis

The analysis for June 2021 shows the main critical path for the T100 contract in the OCS Wire Runs Registration; Job Wide ITS testing and Testing and Commissioning, 9th Commerce intersection work in Heading 1 before pre-revenue service begins. LRV deliveries and conditional acceptance are on the longest path getting to the completion of pre-revenue service tests. Current forecast completion is Sept 2022 shows that overall project schedule is in danger of not making the May 2022 Revenue Service date. Workshops are being held by ST and contractor to mitigate schedule impacts.



Right-of-Way

The Hilltop Tacoma Link Operations and Maintenance Facility will expand to the east and five new vehicles will be purchased. The Right-of -Way effort for this project involved the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions resulted in owner and tenant residential and commercial relocations. The following table summarizes the right-of-way program status for this period. All project property acquisitions are complete.

Tacoma Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
20	20	20	20	1	1

** All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.*

Community Engagement

- Produced and distributed notification to Commerce Street businesses and residents about night-time, weekend work for stormwater installation in the Commerce St. and S. 9th St. intersection. Mailed notification twice because the schedule of the storm work changed. Continued to inform stakeholders about track installation, flatwork and the Tacoma Link service disruption. Coordinated access and parking.
- Helped inform the community about the Tacoma Link service disruption from June 21 to June 30. Coordinated messaging with City of Tacoma communications and other partners.
- Contacted stakeholders along the HTLE route about Sound Transit's proposal to collect fares when HTLE opens, including how to comment on the fare options.
- Produced and distributed notification to businesses on E. 25th St. about the 24-hour cutover work near the expanded Operations and Maintenance Facility, including the Tacoma Link service disruption.
- Informed Hilltop businesses and residents about curb and gutter work advancing along the east side of MLK Jr. Way between S. 16th St. and S. 13th St., including driveway closures and access. Provided notice about work starting at 5 a.m. in order to beat the heat in the area between S. 19th St. to S. 16th St. Continued to provide information about signals and lighting at intersections.
- Continued coordinating with Kaiser Permanente and MultiCare on construction near the hospitals. Provided two-week notices about rail cleaning on MLK Jr. Way from 6th Ave. to Division Ave., and about signals and lighting installation at the 6th Ave. intersection. Held a site walk with MultiCare, June 11.
- Informed Stadium stakeholders about the progress and schedule of track installation on Division Avenue as well as signal and lighting work.
- Gave an update on the HTLE project at the Hilltop Business District's meeting, June 17.
- Attended the Tacoma Urban League's event, the State of Black Tacoma, June 9 and Governor Inslee's reopening Washington State event, June 30.
- Coordinated with the Hilltop Action Coalition on sponsoring the Hilltop Summer Splash and Block Party (a variation of the Hilltop Street Fair) on Aug. 21.
- Produced and distributed the weekly construction alert about traffic impacts.
- Continued coordinating with Sound Transit teams on the Tacoma Link service disruption and fare engagement.
- Continued posting to the HTLE Facebook group. Took construction pictures and videos. Provided photos to Tacoma Councilmember Walker so she could include them in her presentation at the State of Black Tacoma.
- Responded to questions/complaints about Columbia Bank's landscaping on N. 1st St. and installing final landscaping early, the sidewalk closure and closed entrance at Legacy Apartments on N. 1st St., St. Joseph Hospital's damaged irrigation line, a small sink hole on MLK Jr. Way near Jackson Hall, using the Waze mobile app to provide info about traffic conditions, and vehicles hitting the bullnose at the Stadium District Station.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects shared design and engineering resources across multiple ST projects including South Corridor and Vehicles. Despite the variance in FTE levels project is sufficiently staffed for this period. ST will monitor project needs and adjust FTE levels as needed. Consultant FTE's (CMC and DSDC) are slightly over plan as they continue to support T100 and vehicle procurement contracts approaching startup and pre-revenue activities.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	13.2	(10.9)
Consultants	15.5	16.4	0.9
TOTAL	39.6	29.6	(10.0)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	10
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	2	20
Reported Near Mishaps	3	20	67
Average Number of Employees on Worksite	123	-	-
Total # of Hours (GC & Subs)	4,130	39,997	285,601
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	10.00	7.00
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	**2.8**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract T100 — Hilltop Tacoma Link Extension

Current Progress

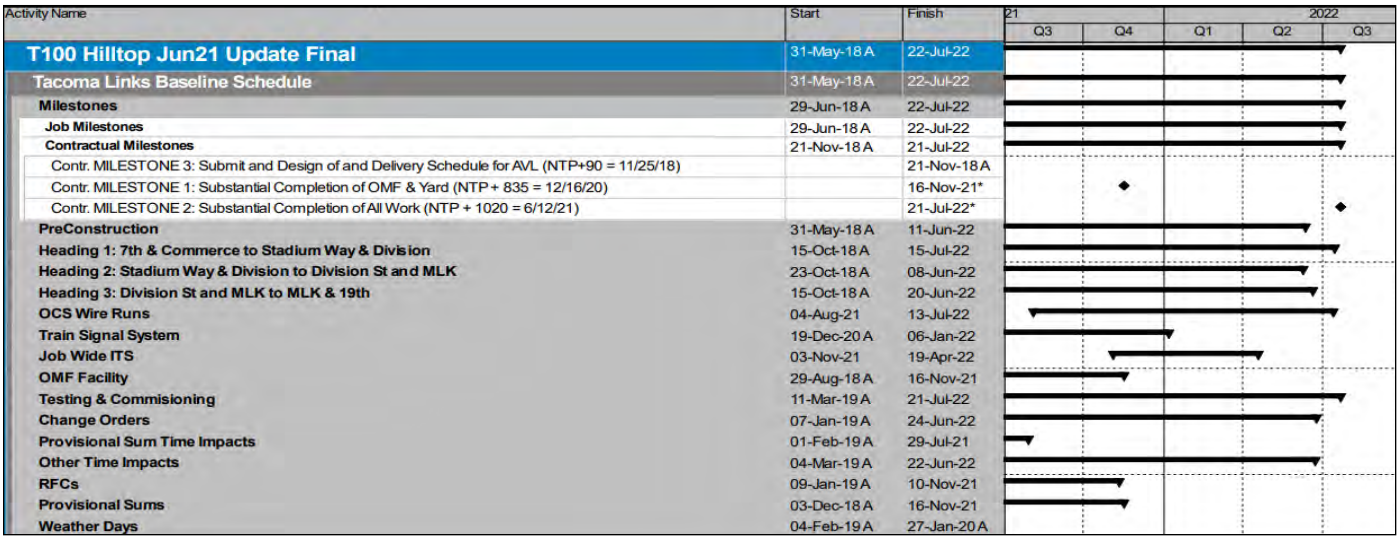
The construction contractor, Walsh Construction Company II, LLC, continues work at the interior and exterior of the OMF and in all three headings along the 2.4 mile extension.

- Heading 1: Finished excavating laying and backfilling storm water main at S. 9th and Commerce, started building OB rail between the crossover and the Theater District Station. Set OCS poles on west side of Commerce Street from S. 7th to S. 9th St.
- Heading 2: Finished installing illumination conduits from on Division Ave from J to K Street.
- Heading 3: Finished applying channelization and signage on MLK, adjusted and paved around all manholes and valves from S.19th to S.16th Street. Poured ADA ramps at S. 18th, S.17th and S.16th.
- OMF—E. 25th St : Completed 1st cutover , Formed trackslab east of cutover location. Welded pre-curve rail.
- OMF Yard/Building: Finished training on truing machine, continue interior finishes on building. Continuing with building testing and commissioning.

Schedule Summary

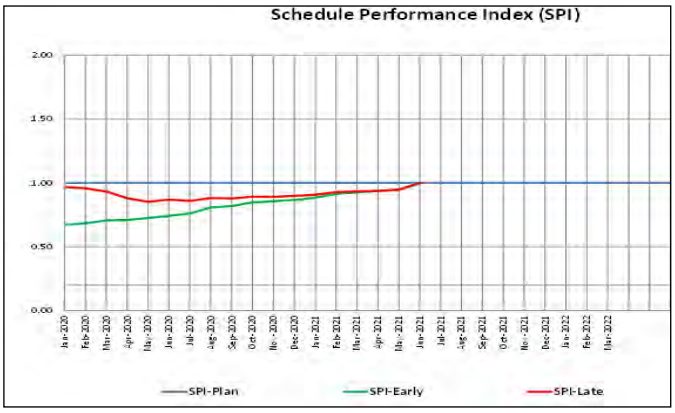
The T100 June 2021 monthly update does not support a Q1 2022 pre-revenue startup date so ST has requested a recovery schedule from the contractor.

Activity Name	Start	Finish
T100 Hilltop Jun21 Update Final	31-May-18 A	22-Jul-22
Tacoma Links Baseline Schedule	31-May-18 A	22-Jul-22
Milestones	29-Jun-18 A	22-Jul-22
Job Milestones	29-Jun-18 A	22-Jul-22
Contractual Milestones	21-Nov-18 A	21-Jul-22
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+90 = 11/25/18)		21-Nov-18 A
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 835 = 12/16/20)		16-Nov-21*
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1020 = 6/12/21)		21-Jul-22*
PreConstruction	31-May-18 A	11-Jun-22
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	15-Jul-22
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	08-Jun-22
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	20-Jun-22
OCS Wire Runs	04-Aug-21	13-Jul-22
Train Signal System	19-Dec-20 A	06-Jan-22
Job Wide ITS	03-Nov-21	19-Apr-22
OMF Facility	29-Aug-18 A	16-Nov-21
Testing & Commisioning	11-Mar-19 A	21-Jul-22
Change Orders	07-Jan-19 A	24-Jun-22
Provisional Sum Time Impacts	01-Feb-19 A	29-Jul-21
Other Time Impacts	04-Mar-19 A	22-Jun-22
RFCs	09-Jan-19 A	10-Nov-21
Provisional Sums	03-Dec-18 A	16-Nov-21
Weather Days	04-Feb-19 A	27-Jan-20 A



Schedule Performance Index

This period the Early SPI and late SPI were 1.0 and 1.0 It is worth noting that the SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. Upon receipt from the Contractor of planned values to completion, ST will incorporate that data into the Schedule Performance Index and report accordingly. Until such time, SPI will remain at 1.0.



Next Period's Activities

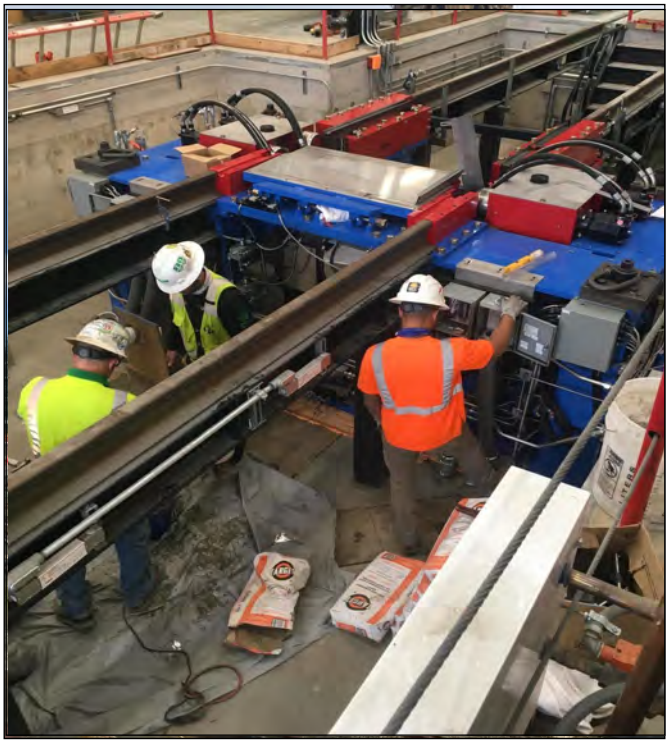
- Heading 1: Start installation and testing and commissioning of light poles, conductors, traffic signal foundations at 9th and Commerce and complete storm drainage work at 7th and Commerce.
- Heading 2: Start installation and testing and commissioning of light poles and conductors.
- Heading 3: Installation of for above ground traffic signals at MLK and S. 6th, S.9th, S.11th, S. Brazill ST Intersection. Begin grading for curb and gutter on IB side.
- OMF Yard: Set TPSS #5 and start Level 1 Systems testing.
- OMF Building: Installation of truing machine, continue installation of ST provided equipment, testing of elevator UPS sub-panel, breaker grounds and UPS feeders and continue with building testing and commissioning.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- Redesign of curve at Stadium High School delayed the start of work in this area for seven weeks. ST CM assessing impacts to schedule. This seven week delay pushed all work on Commerce Street on the critical path. ST CM has worked with the City of Tacoma and the Contractor to develop a robust plan to work continuously on Commerce from February to July 2021.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street plan.
- The cutover at 9th and Commerce requires a series of planning workshops which began in January 2020. Participants include ST (including Operations), City of Tacoma and the contractor.

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	$ 108,295,000
Change Order Value	$ 14,814,230
Current Contract Value	$ 123,109,230
Total Actual Cost (Incurred to Date)	$ 108,319,836
Percent Complete	88%
Authorized Contingency	$ 37,114,750
Contingency Drawdown	$ 14,814,230
Contingency Index	2.2



OMF– installation of electric conduit truing pit

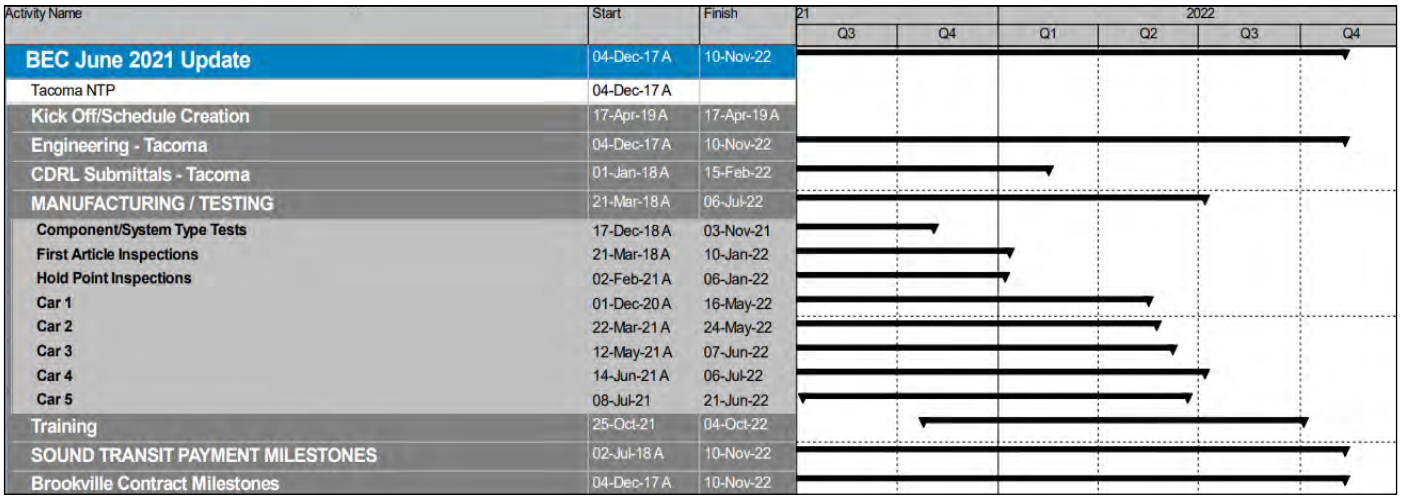
Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- Brookville continues working on long lead time issues material or components to prevent possible delays to raw material shortages from global impacts of COVID.
- All Final Design Reviews (FDR) have been completed, any open issues have been moved to action item lists.
- Brookville is currently working on providing FAI Procedures for review and testing procedures.
- Special Tools is under review. Re-railing equipment is being worked with ST operations.
- On-Site Testing Schedule has been submitted for review.

Schedule Summary

- Brookville submitted the June 2021 schedule submittal and is currently under review. Impacts to long lead materials are reflected in the shipment of LRVS has slipped 1 month.
- Schedule is now forecasting the delivery of the 1st car arriving to the OMF in Tacoma in Nov 2021. The 2nd LRV will arrive in Dec 2021, with remaining LRVs shipping in late Q1 2022. Conditional Acceptance testing for all five LRVs in Tacoma will be complete by June 2022 (dependent on T100 timing for SIT turnover to ST and available mainline tracktime to complete required)



Activity Name	Start	Finish
BEC June 2021 Update	04-Dec-17 A	10-Nov-22
Tacoma NTP	04-Dec-17 A	
Kick Off/Schedule Creation	17-Apr-19 A	17-Apr-19 A
Engineering - Tacoma	04-Dec-17 A	10-Nov-22
CDRL Submittals - Tacoma	01-Jan-18 A	15-Feb-22
MANUFACTURING / TESTING	21-Mar-18 A	06-Jul-22
Component/System Type Tests	17-Dec-18 A	03-Nov-21
First Article Inspections	21-Mar-18 A	10-Jan-22
Hold Point Inspections	02-Feb-21 A	06-Jan-22
Car 1	01-Dec-20 A	16-May-22
Car 2	22-Mar-21 A	24-May-22
Car 3	12-May-21 A	07-Jun-22
Car 4	14-Jun-21 A	06-Jul-22
Car 5	08-Jul-21	21-Jun-22
Training	25-Oct-21	04-Oct-22
SOUND TRANSIT PAYMENT MILESTONES	02-Jul-18 A	10-Nov-22
Brookville Contract Milestones	04-Dec-17 A	10-Nov-22

Link Light Rail
Tacoma Dome Link Extension

Project Summary

Scope

Limits Federal Way Transit Center to South Federal Way, Fife, East Tacoma, and Tacoma Dome

Alignment The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)

Systems Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)

Phase Planning: Alternative Development

Budget $125.7 Million for Preliminary Engineering Phase 1—Alternative Development

Schedule Revenue Service: Open for Service date will depend on Board direction from realignment process.



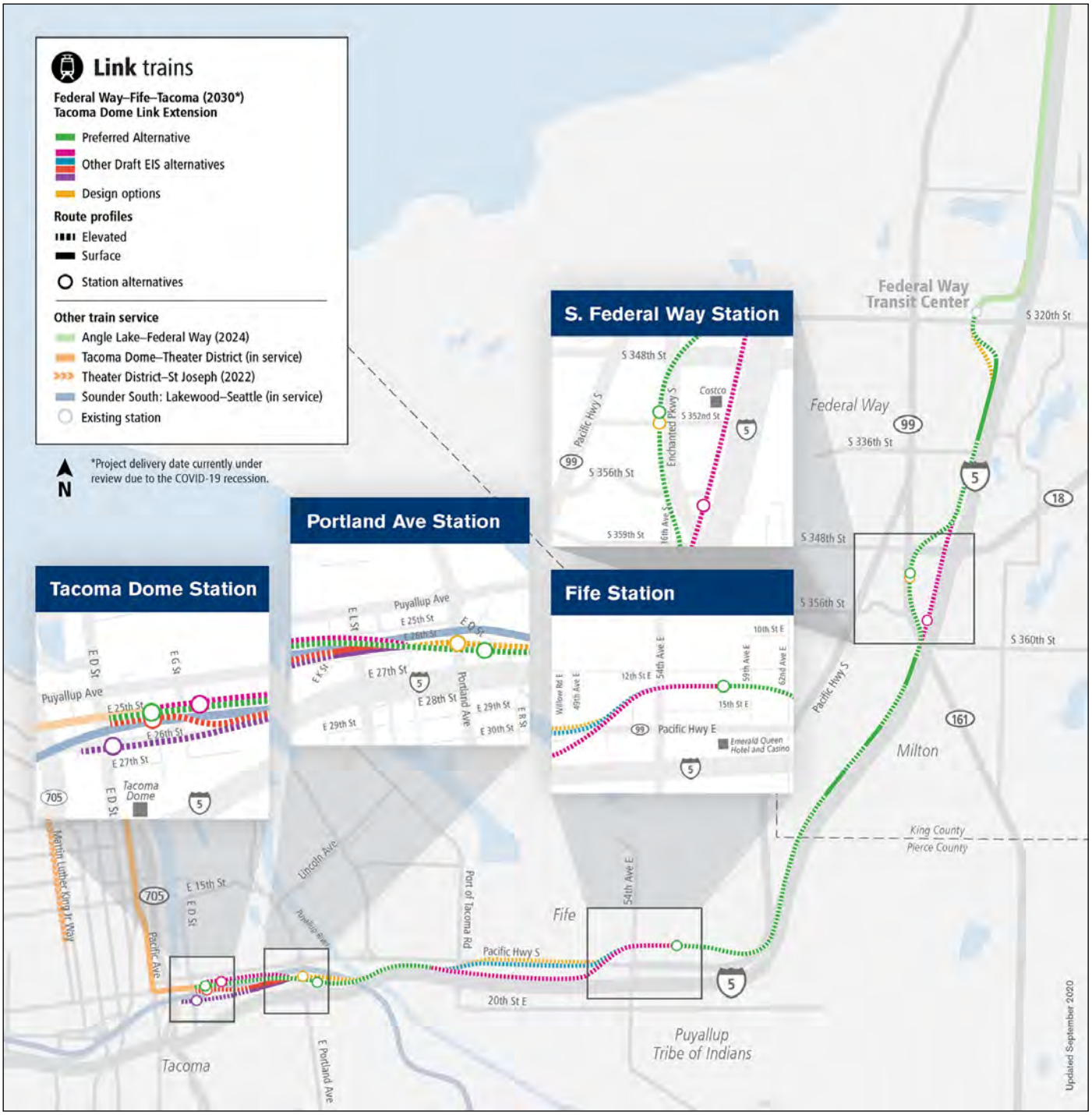
Map of Tacoma Dome Link Extension.

Key Project Activities

- TDLE – Held meetings with the City of Tacoma, the Puyallup Tribal Council, and the Federal Transit Administration
- TDLE – Began Phase 2 Change Order scope of work (SOW) development
- TDLE – Began drafting a meetings plan for briefing cooperating agencies and tribes on the Administration Draft Environmental Impact Statement (ADEIS)
- TDLE – Drafted Passenger Experience Workshop plan
- OMF South - Coded public DEIS comments and drafted report, reviewed and categorized public comments
- OMF South – DEIS Engagement Summary Report draft review underway
- OMF South - Title VI Equity Analysis draft underway
- OMF South - Developed scope and cost estimates for change order extending consultant services and contract time to November 2021.
- OMF South - Continued Phase 3 scope of work (SOW) development

Project Map

Graphic below depicts addition detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. Project expenditure is almost 26% less than the planned budget in June.

The major variance is observed in Administration, PE and 3rd Party phases. Selection of preferred alternative by the ST Board was pushed out from May to September, and as a result of this postponement, ST staff and consultant burn rate was reduced. The other factor contributing to the variance is that 3rd Parties have been late in issuing of their invoices to Sound Transit. And also in ROW phase, fewer property owners were briefed than expected by Community Engagement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$26.8	$13.0	$12.9	$26.8	$0.0
Preliminary Engineering	$87.1	$48.8	$33.4	$87.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$6.4	$1.8	$0.8	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$5.4	$1.0	$0.2	$5.4	$0.0
Total	**$125.7**	**$64.6**	**$47.3**	**$125.7**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$4.4	$1.0	$0.2	$4.4	$0.0
80 Professional Services	$114.4	$63.6	$47.1	$114.4	$0.0
90 Unallocated Contingency	$6.9	$0.0	$0.0	$6.9	$0.0
Total (10 - 90)	**$125.7**	**$64.6**	**$47.3**	**$125.7**	**$0.0**

Risk Management

The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. Sound Transit will continuously monitoring project status and associated risks. ST will take mitigation actions for known risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

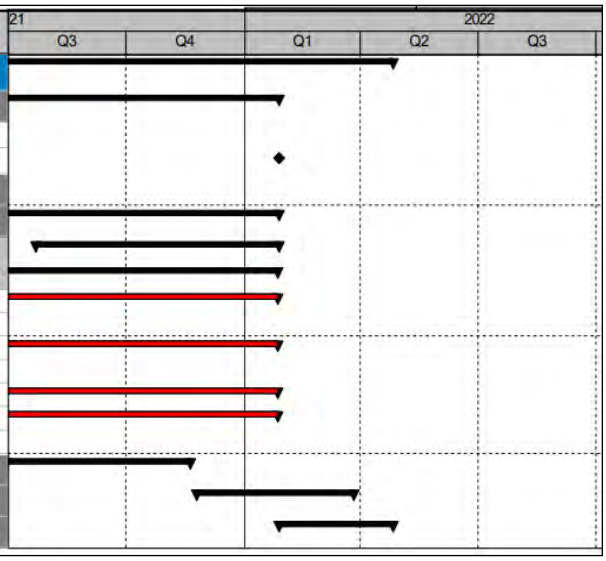
The Q2 2021 risk review workshop was held in May 2021. The following are the top project wide risks:

- Reduced revenue as a result of COVID-19 may impact schedule and cost.
- Other ST projects are experiencing baseline cost escalation, especially WSBLE, resulting in insufficient funding available for TDLE and OMFS.
- Encounter artifacts and /or human remains (tribal) during construction causing major delays and/or need to change alignment.
- Contaminated soil and/or groundwater are discovered during TDLE and OMF South construction, resulting in increased costs.
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements (i.e.-Construction type challenges), thus increasing project costs.
- OMFS can't be built in time for ST3 vehicle schedule. This schedule concern could happen during alternatives development, environmental, design, or construction phases.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Complications to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- City of Tacoma requests pedestrian bridge crossing I5 in East Tacoma (Portland Ave. station) which was not included in ST3 scope assumption
- Close to Sounder alignment options have substantial impact on Tacoma Link, Sounder, Amtrak, PS Transit, ST Express, and Greyhound operations.
- Delays caused by local AHJ reviews.

Critical Path Analysis

The critical path for the overall TDLE program continues to run through OMF South portion of the project. OMF South must complete conceptual engineering and environmental to produce the Draft EIS. The critical path then continues through the project life cycle of conceptual, preliminary design, final design, permitting, Right-of-Way acquisition, BPA relocation and construction.

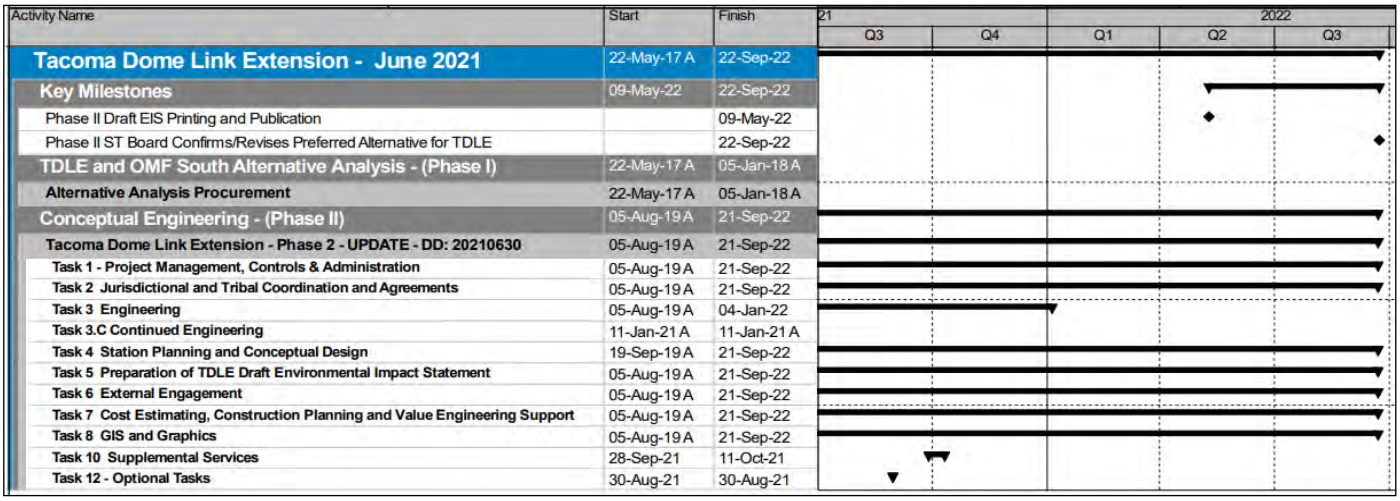
Activity Name	Start	Finish
OMF South - Monthly Update June 2021	02-Apr-19 A	26-Apr-22
Key Milestones	04-Mar-21 A	27-Jan-22
DEIS Publication		04-Mar-21 A
OMF S - Board Selects Preferred Alternative		27-Jan-22*
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A
Conceptual Engineering - (Phase II)	03-Jul-19 A	27-Jan-22
Project Management	22-Jul-21	27-Jan-22
AE 0030-17 1.10.B OMFS Phase 2 - Schedule Update - DD 20210630	03-Jul-19 A	26-Jan-22
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	26-Jan-22
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A
Task 9.3 Engineering	07-Oct-19 A	26-Jan-22
Task 9.4 Cost Estimating and Construction Support	01-Jul-20 A	30-Sep-20 A
Task 9.5 OMF South Environmental	03-Jul-19 A	26-Jan-22
Task 9.6 OMF South External Engagement	03-Jul-19 A	26-Jan-22
Task 9.7 GIS and Graphics	03-Jul-19 A	11-Jun-21 A
Preliminary Engineering - (Phase III)	30-Jun-21	19-Nov-21
ROW (Phase IV)	24-Nov-21	26-Mar-22
Third Party - BPA Relocation	27-Jan-22	26-Apr-22



TDLE Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. During the realignment process only near-term schedule activities will be reported.

Below is the summary schedule as of June 30, 2021. Change Order #13 has been incorporated into contractors current phase 2 schedule. The project continues to forecast a publication of the Draft Environmental Impact Statement in Q2 2022.



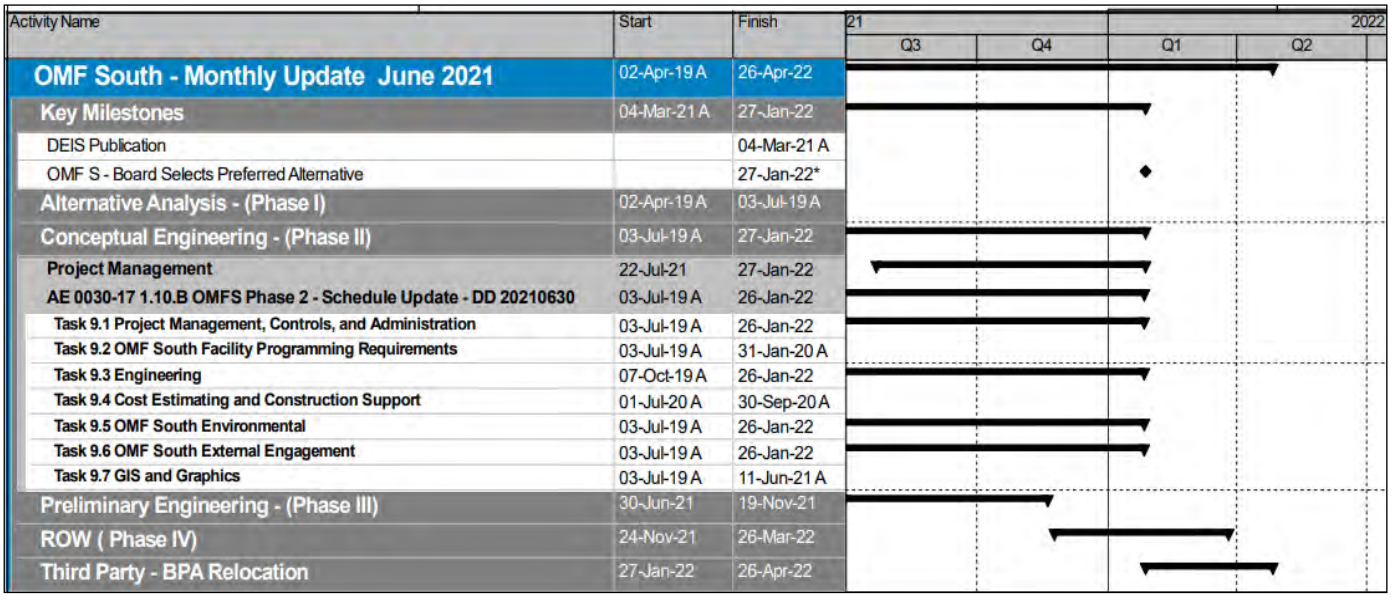
Activity Name	Start	Finish
Tacoma Dome Link Extension - June 2021	22-May-17 A	22-Sep-22
Key Milestones	09-May-22	22-Sep-22
Phase II Draft EIS Printing and Publication		09-May-22
Phase II ST Board Confirms/Revises Preferred Alternative for TDLE		22-Sep-22
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A
Conceptual Engineering - (Phase II)	05-Aug-19 A	21-Sep-22
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20210630	05-Aug-19 A	21-Sep-22
Task 1 - Project Management, Controls & Administration	05-Aug-19 A	21-Sep-22
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	21-Sep-22
Task 3 Engineering	05-Aug-19 A	04-Jan-22
Task 3.C Continued Engineering	11-Jan-21 A	11-Jan-21 A
Task 4 Station Planning and Conceptual Design	19-Sep-19 A	21-Sep-22
Task 5 Preparation of TDLE Draft Environmental Impact Statement	05-Aug-19 A	21-Sep-22
Task 6 External Engagement	05-Aug-19 A	21-Sep-22
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	21-Sep-22
Task 8 GIS and Graphics	05-Aug-19 A	21-Sep-22
Task 10 Supplemental Services	28-Sep-21	11-Oct-21
Task 12 - Optional Tasks	30-Aug-21	30-Aug-21

OMF South Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. During the realignment process only near-term Phase II conceptual engineering schedule activities will be reported.

This project is part of the assessment. During the realignment process only near-term Phase II conceptual engineering schedule activities will be reported.

Below is the summary schedule as of June 30, 2021. ST Board Selects Preferred Alternative is forecasted to happen Q4 2021.



Activity Name	Start	Finish
OMF South - Monthly Update June 2021	02-Apr-19 A	26-Apr-22
Key Milestones	04-Mar-21 A	27-Jan-22
DEIS Publication		04-Mar-21 A
OMF S - Board Selects Preferred Alternative		27-Jan-22*
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A
Conceptual Engineering - (Phase II)	03-Jul-19 A	27-Jan-22
Project Management	22-Jul-21	27-Jan-22
AE 0030-17 1.10.B OMFS Phase 2 - Schedule Update - DD 20210630	03-Jul-19 A	26-Jan-22
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	26-Jan-22
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A
Task 9.3 Engineering	07-Oct-19 A	26-Jan-22
Task 9.4 Cost Estimating and Construction Support	01-Jul-20 A	30-Sep-20 A
Task 9.5 OMF South Environmental	03-Jul-19 A	26-Jan-22
Task 9.6 OMF South External Engagement	03-Jul-19 A	26-Jan-22
Task 9.7 GIS and Graphics	03-Jul-19 A	11-Jun-21 A
Preliminary Engineering - (Phase III)	30-Jun-21	19-Nov-21
ROW (Phase IV)	24-Nov-21	26-Mar-22
Third Party - BPA Relocation	27-Jan-22	26-Apr-22

Community Engagement

- TDLE – Hosted a community conversation with Asian Pacific Islander community leaders in partnership with the Asia Pacific Cultural Center, virtual meeting on 6/1
- TDLE – Provided a briefing to 59th Ave Partners LLC, virtual meeting on 6/3
- TDLE – Provided a briefing Sound Transit update during the New Tacoma Neighborhood Council meeting, virtual meeting on 6/9
- TDLE – Provided a briefing to Union Marine, virtual meeting on 6/10

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 58.5 average FTEs per month for the year 2021. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. This underrun rate is expecting to be continued as board action on preferred alternative was pushed out.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	20.7	(9.3)
Consultants	28.5	18.8	(9.7)
TOTAL	58.5	39.5	(19.0)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail
Link Operations & Maintenance Facility: East

Project Summary

Scope

The Link Operations and Maintenance Facility: East (OMF East) project, located in the City of Bellevue, includes a 145,000 SF OMF building plus a 35,000 SF MOW Building that will maintain, store and deploy and expanded light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 LRVs.

Phase

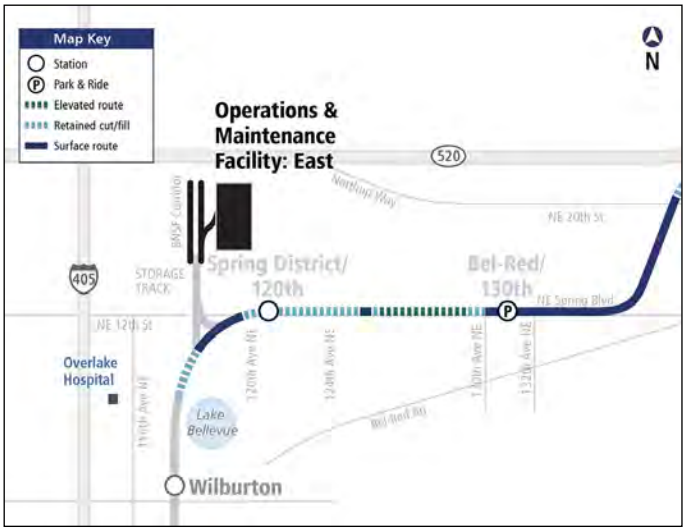
Construction

Budget

$449.2 Million (Baselined July 2016)

Schedule

Substantial Completion Achieved: December 2020



Map of OMF East Site

Key Project Activities

- Continued punch list and closing commercial issues and continue transitioning responsibilities from project to Operations
- Post Acceptance monitoring of facilities.
- Finalizing Global Change Order Settlement.

Closely Monitored Issues

- Monitoring commissioning and testing in support of project transition to Operations.
- COVID-19 Impacts.
- Submittal of complete and acceptable as-built drawings.



Operations and Maintenance Facility East in Bellevue

Project Cost Summary

The Baseline Budget (July 2016) for the OMF East is $449.2M. The OMF East cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The Estimated Final Costs (EFC) continues to be projected at approximately $449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project expenditure topped out at about $4.4M. The total project cost incurred increased from approximately $368.5M to $372.9M. The majority of the cost are driven by the continue close out of commercial issues in the Construction phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$17.6	$17.6	$10.3	$10.2	$17.6	$0.0
Preliminary Engineering	$9.5	$9.5	$9.0	$8.7	$9.5	$0.0
Final Design	$0.4	$0.4	$0.0	$0.0	$0.4	$0.0
Construction Services	$19.3	$19.3	$17.6	$17.2	$19.3	$0.0
3rd Party Agreements	$3.1	$3.1	$0.3	$0.1	$3.1	$0.0
Construction	$264.8	$264.8	$234.7	$234.2	$264.8	$0.0
ROW	$134.5	$134.5	$102.7	$102.6	$134.5	$0.0
Total	**$449.2**	**$449.2**	**$374.6**	**$372.9**	**$449.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$2.6	$4.4	$4.3	$4.2	$4.3	$0.1
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities: Yard, Shop	$140.1	$136.1	$131.2	$133.2	$143.2	-$7.1
40 Sitework & Special Conditions	$43.6	$48.5	$42.2	$40.5	$44.5	$4.0
50 Systems	$43.0	$41.6	$40.4	$39.8	$40.4	$1.2
Construction Subtotal (10 - 50)	**$229.3**	**$230.6**	**$218.0**	**$217.7**	**$232.4**	**-$1.8**
60 ROW, Land, Improvements	$134.5	$134.5	$102.7	$102.6	$134.5	$0.0
70 Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$71.6	$70.3	$53.6	$52.7	$68.5	$1.8
90 Unallocated Contingency	$13.8	$13.8	$0.0	$0.0	$13.8	$0.0
Total (10 - 90)	**$449.2**	**$449.2**	**$374.3**	**$372.9**	**$449.2**	**$0.0**

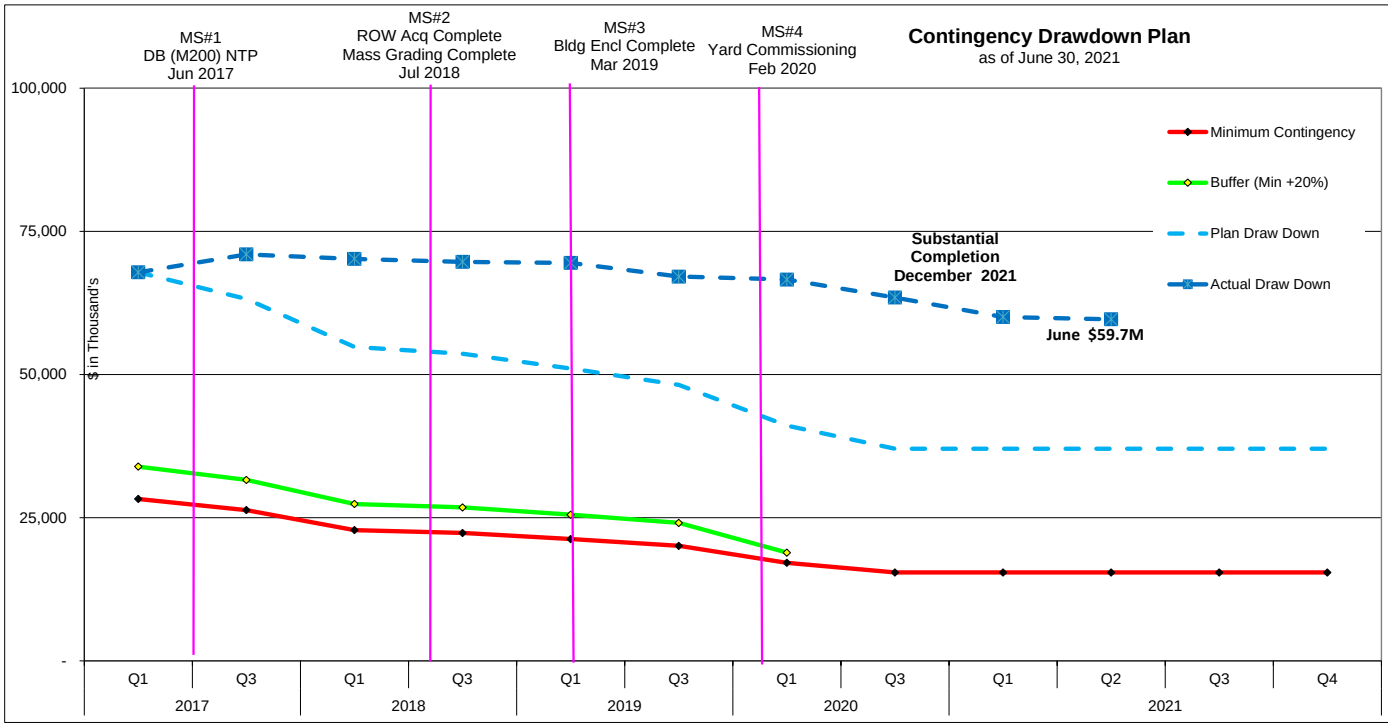
Risk Management

The project issued Substantial Completion at the end of December. While Substantial Completion has been achieved, residual risk remains in the project. The following are the actively managed risk areas that pertains to only cost:

- **Design**: Late scope request by Operations may impact post acceptance work to the project at this stage.
- **Scope**: Scope Interfaces with E750 Systems when ELE has to integrate OMF East with OMF Central through East Link.
- **Construction**: COVID-19 virus pandemic's impacts are cost difficult to assess at this stage.
- **Start Up:** At this juncture, it is a closure of open items and workarounds on and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations.

Contingency Drawdown

At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positively. Project contingency continues to trend positive at juncture with total contingencies balance in June 2021 at approximate $59.7M (previous quarter at $60.1M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. This annual projection remains constant from month to month for the year. The Year-to-Date (YTD) FTE represents the total actual accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects average actuals through June of 2021 and is anticipated to average down as the year progress ahead.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	7.5	2.3
Consultants	2.8	12.8	10.0
TOTAL	8.0	20.4	12.3

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

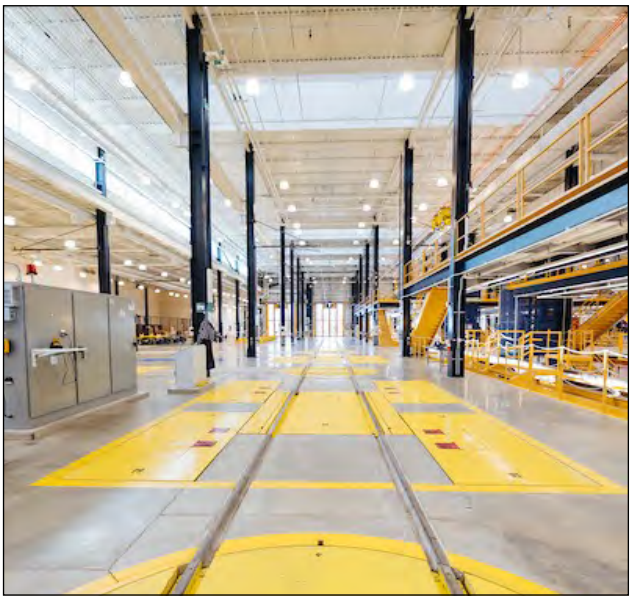


OMF East - OMF Building (front) and MOW Building (back) and STArt Nails (lower right) along the Maintenance Yard

Contract M200 - OMF East Design Build

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	$218,912,000
Change Order Value	$11,729,603
Current Contract Value	$230,641,603
Total Actual Cost (Incurred to Date)	$231,013,323
Percent Complete	99.7%
Authorized Contingency	$21,891,200
Contingency Drawdown	$11,729,603
*Contingency Index	2.5

**Excludes Betterments*



Operations and Maintenance Facility East in Bellevue



OMF East with LRVs from Kinkisharyo (at the back) and Siemens (in front)

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Link Light Rail
Light Rail Vehicle Fleet Expansion

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link Extensions.

Phase Manufacturing

Budget $740.7 Million (Baseline September 2015, Amended April 2017)

Schedule Project Completion: Q3 2024



Siemen's LRV

Key Project Activities

- Car # 281 was delivered to Operation and Maintenance Facility (OMF) East in the month of June 2021.
- Cars # 228, 221, 245, 224, 227 and 222 were Conditionally Accepted (CA) in the month of June 2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.



Car 227 Interior Inspection before CA in Seattle, WA



Car 283 at Final Assembly in Sacramento, CA

Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue. The timeframe for this concern remained in the 3rd Quarter of 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- S700 LRVs availability for Northgate Link Extension revenue service & East Link Extension System Integration Tests are continue to be in discussion with all stakeholders.
- Manufacturer continue reporting supply chain interruptions impacting implementation of FMIs and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $318.9M to which a majority of the cost is attributed to the vehicles phase of $304.2M. The current period expenditure is $2M to which due to an over accrual in May contra off the actual performance in June. This adjustment's outcome the effect to this dismal account performance. The remaining expenditures were attributed to engineering and inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$9.6	$9.6	$5.3	$4.9	$9.6	$0.0
Construction Services	$18.0	$18.0	$15.1	$9.7	$18.0	$0.0
Vehicles	$713.1	$713.1	$657.5	$304.2	$713.1	$0.0
Total	**$740.7**	**$740.7**	**$678.0**	**$318.9**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.3	$705.3	$668.3	$309.6	$705.3	$0.0
80 Professional Services	$23.2	$23.2	$9.6	$9.2	$23.2	$0.0
90 Contingency	$12.2	$12.2	$0.0	$0.0	$12.2	$0.0
Capital Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$678.0**	**$318.9**	**$740.7**	**$0.0**

**Totals may not equal column sums due to rounding of line entries.*

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitoring project status and associated risks.

There are no changes to the current top risks as listed below based on the last update:

- Siemens slower than expected Safety Certification Process could possibly delays to revenue service dates on all programs.
- Special tools and test equipment must be identified, procured, delivered and commissioned prior to LRV conditional acceptance.
- Familiarization Training with local emergency responders has not yet started and the time table for completion.
- Siemens limited staff and equipment supporting testing and commissioning is a constrain on qualification testing and safety certification will remain open until complete.
- Automatic Train Protection interface between ST1 vehicle ATP system and new ST2 vehicle ATP causing potential interface with wayside signal and on-board systems under investigation. Qualification test postponed until completion of investigation.
- COVID-19 remains a fluid situation and disruption to Siemen's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of $78.0M of Total Contingency. The project's Total Contingency is currently at $59.4M or about 14% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

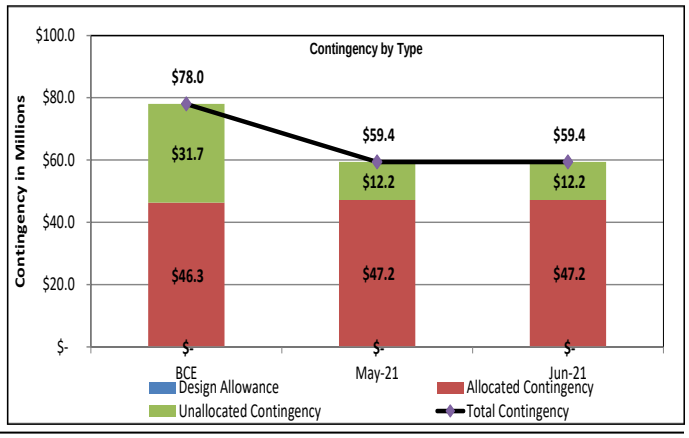
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The AC for June remained unchanged at $47.2M

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC for June remains unchanged at $12.2M.

Contingency Status (Monthly)

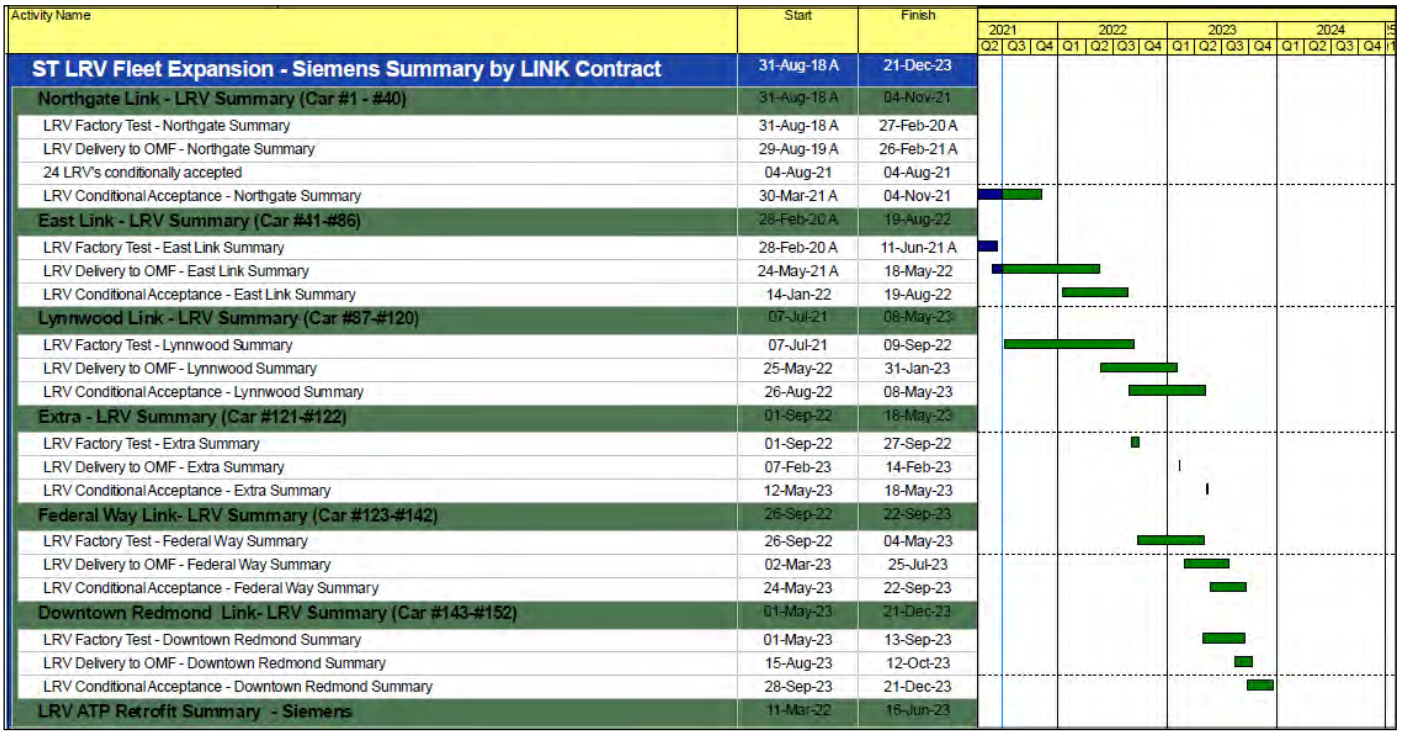
Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ -	0.0%	$ -	0.0%
Allocated Contingency	$ 46.3	6.3%	$ 47.2	11.2%
Unallocated Contingency	$ 31.7	4.3%	$ 12.2	2.9%
Total	**$78.0**	**10.7%**	**$ 59.4**	**14.1%**

Contingency by Type



Project Schedule

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from the Siemen's monthly schedule update. As of June 2021, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below, but Northgate Link is also seeing schedule pressure as conditional acceptance complete for the 40th car slips into October of 2021. Mitigation measures are currently in place for the 24th car to be CA'd in August 2021 Northgate and is being monitored closely by the team. A summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring. No update was provided this period for ATP retrofit but installation is not expected to commence until late 2022 or early 2023.



Activity Name	Start	Finish
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	21-Dec-23
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	04-Nov-21
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A
24 LRV's conditionally accepted	04-Aug-21	04-Aug-21
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	04-Nov-21
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	19-Aug-22
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A
LRV Delivery to OMF - East Link Summary	24-May-21 A	18-May-22
LRV Conditional Acceptance - East Link Summary	14-Jan-22	19-Aug-22
Lynnwood Link - LRV Summary (Car #87-#120)	07-Jul-21	08-May-23
LRV Factory Test - Lynnwood Summary	07-Jul-21	09-Sep-22
LRV Delivery to OMF - Lynnwood Summary	25-May-22	31-Jan-23
LRV Conditional Acceptance - Lynnwood Summary	26-Aug-22	08-May-23
Extra - LRV Summary (Car #121-#122)	01-Sep-22	18-May-23
LRV Factory Test - Extra Summary	01-Sep-22	27-Sep-22
LRV Delivery to OMF - Extra Summary	07-Feb-23	14-Feb-23
LRV Conditional Acceptance - Extra Summary	12-May-23	18-May-23
Federal Way Link- LRV Summary (Car #123-#142)	26-Sep-22	22-Sep-23
LRV Factory Test - Federal Way Summary	26-Sep-22	04-May-23
LRV Delivery to OMF - Federal Way Summary	02-Mar-23	25-Jul-23
LRV Conditional Acceptance - Federal Way Summary	24-May-23	22-Sep-23
Downtown Redmond Link- LRV Summary (Car #143-#152)	01-May-23	21-Dec-23
LRV Factory Test - Downtown Redmond Summary	01-May-23	13-Sep-23
LRV Delivery to OMF - Downtown Redmond Summary	15-Aug-23	12-Oct-23
LRV Conditional Acceptance - Downtown Redmond Summary	28-Sep-23	21-Dec-23
LRV ATP Retrofit Summary - Siemens	11-Mar-22	16-Jun-23

LRV Delivery and Testing Progress as of June 30, 2021				
LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service
Planned	78	78	58	58
Actual	42	42	14	14

Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test and Acceptance Testing and Burn-In of all LRVS that have been delivered to Sound Transit site. Car 214 is the main test vehicle and Car 204 is needed for test requiring multiple cars.

Delivery and Conditional Acceptance Testing of all 40 light rail vehicles required for Northgate Link is closely monitored to support the Pre-Revenue simulation period. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by September 2024. As well as on time for the start of Pre-Revenue Service for each of the new extension lines: East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through June of 2021. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.4	(0.9)
Consultants	7.5	7.6	0.1
TOTAL	14.8	14.0	(0.8)
An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report
Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

June | 2021

Prepared by Project Control & VE I Design, Engineering & Construction Management


Sounder Rail
Sounder North
Sounder South
N
Everett
Mukilteo
Edmonds
Seattle
Bellevue
Tukwila
Kent
Auburn
Tacoma
South Tacoma
Tacoma Dome
Sumner
Lakewood
Puyallup

Auburn Station Parking & Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Auburn Station. The purpose of the project is to improve access to the existing Auburn Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Edmonds and Mukilteo Stations Parking & Access Improvements: The Edmonds and Mukilteo Stations Parking and Access Improvements Project will provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations. A variety of access improvements will be considered for each station including bicycle and pedestrian access, pick up/drop off areas, transit integration, and parking.

Kent Station Parking & Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Kent Station. The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder Maintenance Base: Sound Transit will construct a new railroad maintenance facility to service Sounder commuter trains at its expanded Century Yard facility in the City of Lakewood. The building will contain maintenance bays, materials storage areas, offices, and facilities for employees.

Sounder South Capacity Expansion: This project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Station Access Improvements: Project includes environmental documentation, design, and construction of station access improvements at or around Sumner Sounder Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

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Program Budget

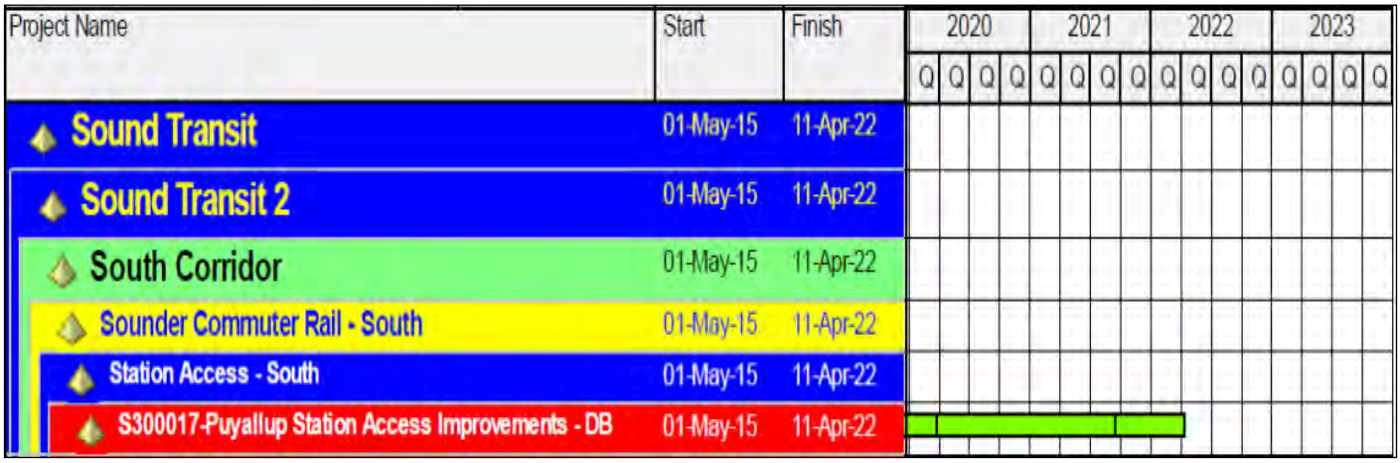
The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

SOUNDER	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
AUBURN STATION ACCESS IMPRVMNT	$12.6	$6.6	$4.3	$12.6	$0.0
EDMONDS & MUKILTEO STN P&A IMP	$3.9	$0.9	$0.9	$3.9	$0.0
KENT STATION ACCESS IMPRVMNTS	$16.8	$7.8	$5.4	$16.8	$0.0
LAKEWOOD STATION ACCESS IMPRVMNT	$1.9	$1.2	$0.8	$1.9	$0.0
PUYALLUP STATION IMPROVEMENTS	$79.1	$70.4	$39.5	$79.1	$0.0
SOUNDER MAINTENANCE BASE	$12.9	$10.7	$9.9	$12.9	$0.0
SOUNDER SOUTH CAPACITY EXPN	$17.3	$4.8	$3.4	$17.3	$0.0
SOUTH TACOMA STATION ACCESS IMPROVMNT	$1.5	$0.9	$0.5	$1.5	$0.0
SUMNER STATION IMPROVEMENTS	$17.8	$16.2	$11.3	$17.8	$0.0
Total SOUNDER	**$163.8**	**$119.6**	**$76.0**	**$163.8**	**$0.0**

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects in the realignment process are not shown.



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Sounder Commuter Rail
Auburn Station Parking & Access Improvements

Project Summary

Scope

The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.

Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.

Phase

Complete Environmental and enter Design & Construction

Budget

$12.6 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process.



Improving access to Sounder Auburn Station

Key Project Activities

- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Project on hold pending Board realignment discussions.
- Project team continued development of an agreement to provide funding to WSDOT for traffic mitigation.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $31K. The incurred cost increased from $4.28M to $4.31M. The majority of this period's costs are attributed to staff costs and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.4	$1.6	$1.6	$2.4	$0.0
Preliminary Engineering	$3.4	$2.8	$2.6	$3.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.8	$0.0	$2.0	$0.0
3rd Party Agreements	$0.6	$0.0	$0.0	$0.6	$0.0
Construction	$0.4	$0.0	$0.0	$0.4	$0.0
ROW	$3.8	$0.4	$0.1	$3.8	$0.0
Total	**$12.6**	**$6.6**	**$4.3**	**$12.6**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

- The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team plans to conduct a risk assessment workshop in 2022 to identify all the potential risks during design and construction.
- The project team reviewed and updated the risk register in June 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be scheduled for September 2021.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

The project is nearing completion of Phase II—Conceptual Engineering and Environmental activities. The project completed the environmental assessment in Q1 2020.

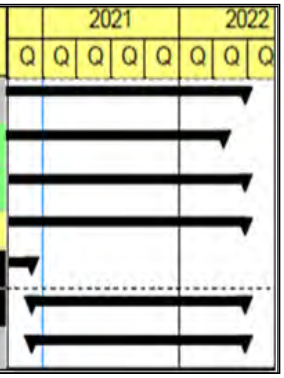
Project team issued SEPA Checklist and SEPA Determination of Non-Significance (DNS) with conditions for public comment January 29, 2020 and the FTA approved the NEPA Documented Categorical Exclusion (DCE) in February 2020.

The Sound Transit Board action for "Select the Project to be Built" occurred in April 2020, Sound Transit Phase Gate 3: Enter Design and Construction completed/passed in January 2021.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis (underway) of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. This may potentially reduce overall project final design and construction costs as well help develop Project Requirements for the Design-Build Procurement RFQ and RFP. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the July 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating funding agreement with City of Auburn, expected Q4 2021, pending ST Board realignment actions.

Activity Name	Start	Finish
Auburn Station Access Improvements - DB	24-Feb-16 A	28-Jun-22
Auburn Station Access and Improvements - CE/PE	24-Feb-16 A	28-Apr-22
Auburn Station Access and Improvements - Construction Management	02-Jan-20 A	28-Jun-22
Design-Build Project Management (DBPM)/Construction Services	02-Jan-20 A	28-Jun-22
DBPM Contract Procurement	02-Jan-20 A	03-Dec-20 A
DBPM Design/Construction Services/Support (Pre-Const and Const)	03-Dec-20 A	28-Jun-22
DBPM Construction Services/Support - Phase 1 (Pre-Construction)	03-Dec-20 A	28-Jun-22



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project work in June was focused on advancing the development of a funding agreement for traffic mitigation with WSDOT. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.1	(2.5)
Consultants	3.0	0.2	(2.8)
TOTAL	6.6	1.3	(5.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail
Edmonds and Mukilteo Station Parking & Access Improvements

Project Summary

Scope

The purpose of the project is to provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations, in order to increase ridership on Sounder North.

A variety of access improvements will be considered for each station including bicycle and pedestrian improvements, transit connections, vehicle access, parking and pickup/drop-off areas.

Phase

Planning

Budget

$3.9 Million (Phase 1-2)

Schedule

Open for Service date will depend on Board direction from realignment process.



Sounder Mukilteo Station Access Improvements

Key Project Activities

- Next steps, including budget amendment to fund Phase 2 work and amendment of the consultant contract, are pending Board direction on realignment.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

Since May 2021, only $252 project cost incurred as the project is on pause waiting for realignment decisions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$1.0	$0.4	$0.4	$1.0	$0.0
Preliminary Engineering	$2.6	$0.5	$0.5	$2.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.1	$0.0	$0.0	$0.1	$0.0
Total	**$3.9**	**$0.9**	**$0.9**	**$3.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The following are the top project wide risks:

- Challenge in allocating the $40M project budget between two station areas. This is a decision the ST Board of Directors will make, likely during Phase 2, of the project.
- City partners have expressed interest in more parking, and/or more expensive parking, than appears affordable within the $40M project budget.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities through 2021 will be reported. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

Activity ID	Activity Name	Start	Finish	2021				2022			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S00087	Edmonds & Mukilteo Stations Parking	08-Jan-18 A	05-May-26								
	Preliminary Engineering	08-Jan-18 A	13-Mar-23								
	Alternative Analysis - (Phase I)	08-Jan-18 A	28-Jan-21								
	Conceptual Engineering - (Phase II)	03-Dec-19 A	31-Dec-21								

Community Engagement

- Community outreach needs for the project will be developed and implemented consistent with the Board's realignment direction.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance is explained by the fact that advance Phase 2 is on pause, waiting for realignment decision in 2021 summer .

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	0.01	(3.8)
Consultants	0.0	0.0	(0.0
TOTAL	3.8	0.01	(3.8)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail
Kent Station Parking & Access Improvements

Project Summary

Scope

The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.

Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.

Phase

Complete Environmental/Enter Design & Construction

Budget

$16.8 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process.



Improving access to Sounder Kent Station

Key Project Activities

- Project on hold pending Board realignment discussions.
- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditure increased by $175K. The incurred cost increased from $5.21M to $5.39M. The majority of this period's costs is attributed to staff costs, ROW activities and design-build project management activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.7	$1.7	$1.7	$2.7	$0.0
Preliminary Engineering	$3.4	$3.1	$2.6	$3.4	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.8	$0.0	$2.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.5	$0.0	$0.0	$0.5	$0.0
ROW	$8.2	$1.2	$1.0	$8.2	$0.0
Total	**$16.8**	**$7.8**	**$5.4**	**$16.8**	**$0.0**

Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The next risk register update is scheduled for July 2021. The following are the top project wide risks:

- Real Estate: Potential challenge to purchase specific parcels for the realigned of Railroad Avenue.
- Geotechnical: Unknown contaminated soils underneath existing building.

Project Schedule

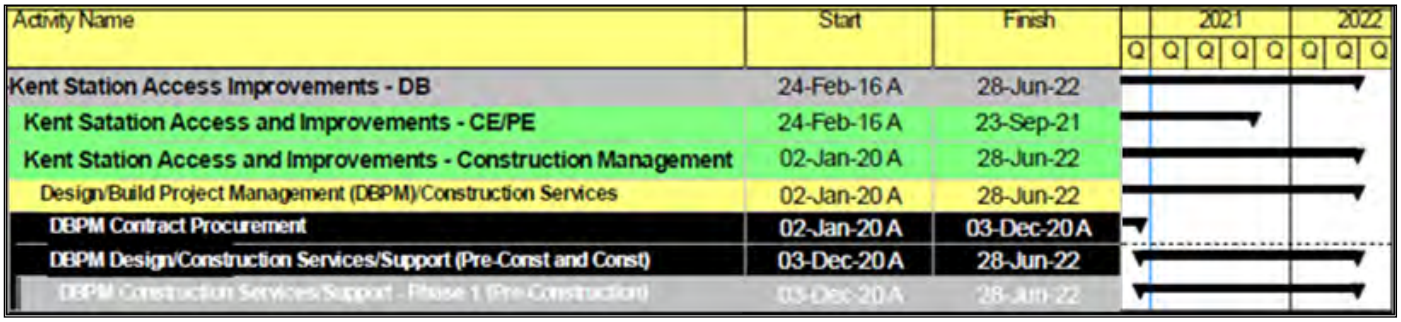
The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

The project continues working towards completing the Phase II—Conceptual Engineering and Environmental activities throughout Q4 2019 and completed the environmental evaluation in Q4 2019. Letter Of Concurrence (LOC) between Sound Transit and City of Kent was signed in January 2020.

In February 2020 the project team went to the ST Board and received approval for the "Select the Project to be Built." The project team presented to the ST Phase Gate Committee "Phase Gate 3: Enter Design and Construction" on March 17, 2020 and received approval to enter the phase.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. Board September Re-Alignment Motion allows advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. NTP granted to HNTB in December 2020. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the July 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating Development Agreement with the City of Kent and negotiating King County Metro agreement and contribution for bus layover accommodation expected in Q4 2021, pending ST Board Realignment actions.



Activity Name	Start	Finish
Kent Station Access Improvements - DB	24-Feb-16 A	28-Jun-22
Kent Satation Access and Improvements - CE/PE	24-Feb-16 A	23-Sep-21
Kent Station Access and Improvements - Construction Management	02-Jan-20 A	28-Jun-22
Design/Build Project Management (DBPM)/Construction Services	02-Jan-20 A	28-Jun-22
DBPM Contract Procurement	02-Jan-20 A	03-Dec-20 A
DBPM Design/Construction Services/Support (Pre-Const and Const)	03-Dec-20 A	28-Jun-22
DBPM Construction Services Support - Phase 1 (Pre-Construction)	03-Dec-20 A	28-Jun-22

Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project in June was focused on the review of the Development Agreement with the City of Kent. Work advanced on the review of the Development Agreement with the City of Kent. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later this year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.3	(3.7)
Consultants	3.0	0.3	(2.7)
TOTAL	8.0	1.6	(6.4)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase

Planning Phase 1—Alternatives Analysis

Budget

$1.96 Million

Schedule

Open for Service date will depend on Board direction from realignment process.



Lakewood Sounder Station in Pierce County.

Key Project Activities

- Continued to identify improvements to evaluate as part of the project
- Conducted a Level 1 Evaluation of potential improvements
- Engaged with internal and external stakeholders to identify improvements to evaluate



Lakewood Sounder Station Building



Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by $88K with the majority of the amount coming from staff costs and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.5	$0.2	$0.2	$0.5	$0.0
Preliminary Engineering	$1.0	$0.7	$0.3	$1.0	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$1.9**	**$1.2**	**$0.8**	**$1.9**	**$0.0**

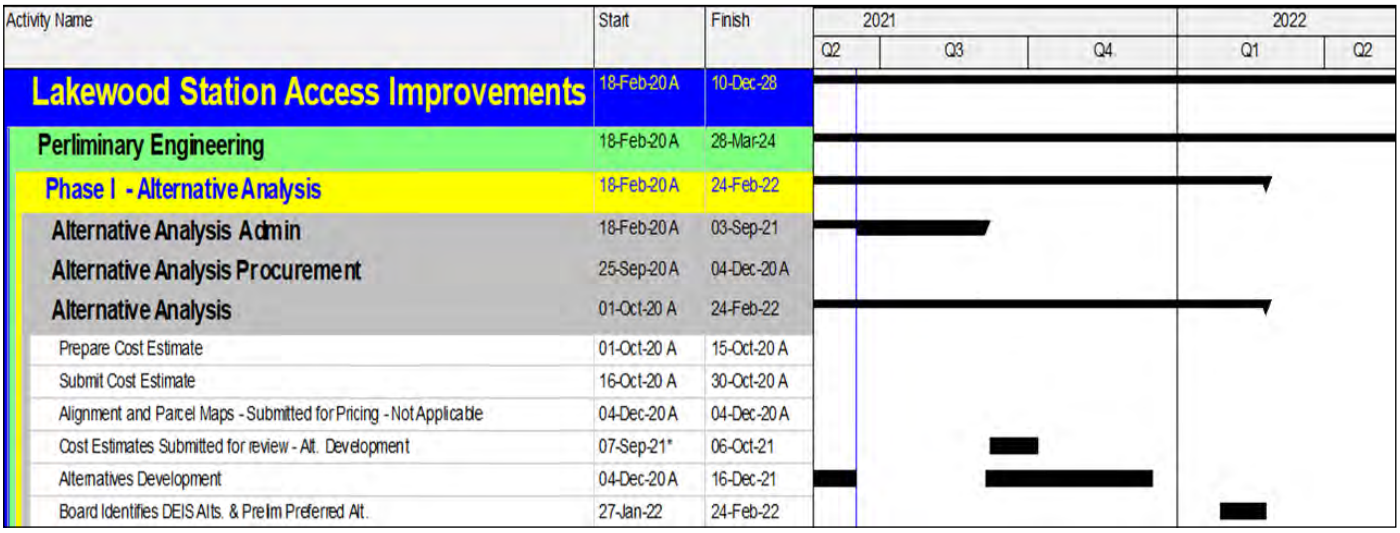
Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The program team held the first risk management workshop to identify potential risks to the project which is currently in alternatives analysis. The risk register will be updated and monitored quarterly, with additional risks to be incorporated at a later date.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.



Activity Name	Start	Finish
Lakewood Station Access Improvements	18-Feb-20 A	10-Dec-28
Perliminary Engineering	18-Feb-20 A	28-Mar-24
Phase I - Alternative Analysis	18-Feb-20 A	24-Feb-22
Alternative Analysis Admin	18-Feb-20 A	03-Sep-21
Alternative Analysis Procurement	25-Sep-20 A	04-Dec-20 A
Alternative Analysis	01-Oct-20 A	24-Feb-22
Prepare Cost Estimate	01-Oct-20 A	15-Oct-20 A
Submit Cost Estimate	16-Oct-20 A	30-Oct-20 A
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20 A	04-Dec-20 A
Cost Estimates Submitted for review - Alt. Development	07-Sep-21*	06-Oct-21
Alternatives Development	04-Dec-20 A	16-Dec-21
Board Identifies DEIS Alts. & Prelim Preferred Alt.	27-Jan-22	24-Feb-22

Community Engagement

- Finalized engagement summary from April online open house, which will be shared with the public in July.
- Gave a briefing on Sounder to 25 leaders with Asia Pacific Cultural Center.
- Began preparations for fall engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.2	1.4	(0.8)
Consultants	2.1	2.0	(0.1)
TOTAL	4.3	3.4	(0.9)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Puyallup Station Access Improvements

Project Summary

Scope

The purpose of the project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The proposed project includes an up to 5 level parking garage and an expansion of a surface lot; together both shall provide a minimum of 600 total stalls. The project also includes a pedestrian bridge over 5th Street Northwest.

Phase

Final Design and Construction

Budget

$79.1 Million

Schedule

Open for Service: Q1 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway due to recently completed negotiations with the City impacting previously forecast Design Build Notice To Proceed (NTP) date. Open For Service date may be delayed beyond February 2022.
- Completed formwork, rebar, and concrete for the barrier wall on the southwest corner of the garage.
- Installation of formwork and rebar for shear wall fourth lift.
- Installation of formwork and rebar for second slab on grade concrete pour at east abutment.

Closely Monitored Issues

- The Burlington Northern Santa Fe (BNSF) railroad crossing agreements between Sound Transit (ST), the City of Puyallup, and BNSF is close to finalization. Completion of the agreement is subject to construction pricing by BNSF.
- ST is working with design consultant to perform investigation to confirm the location of the existing storm lines.
- City of Puyallup provided direction to relocate the 5th Street NW crosswalk from the north side of the pedestrian bridge to the north side of the 2nd Avenue.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by $2.3M. The incurred cost increased from $37.2M to $39.5M. The majority of this period's costs are attributed to staff costs, construction management services and $2M for the Design-Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$4.6	$4.6	$3.6	$3.6	$4.6	$0.0
Preliminary Engineering	$2.9	$2.7	$2.6	$2.6	$2.7	$0.0
Final Design	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$5.2	$5.1	$4.6	$3.0	$5.1	$0.0
3rd Party Agreements	$2.2	$0.1	$0.1	$0.0	$0.0	$0.0
Construction	$58.4	$60.0	$53.2	$24.1	$60.0	$0.0
ROW	$5.6	$6.6	$6.3	$6.3	$6.6	$0.0
Total	**$79.1**	**$79.1**	**$70.4**	**$39.5**	**$79.1**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$47.1	$31.2	$29.0	$11.0	$31.2	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$10.0	$8.3	$2.8	$10.0	$0.0
50 Systems	$0.0	$4.3	$2.3	$0.7	$4.3	$0.0
Construction Subtotal (10 - 50)	**$48.0**	**$45.5**	**$39.6**	**$13.5**	**$45.5**	**$0.0**
60 Row, Land	$5.4	$6.6	$6.3	$6.3	$6.6	$0.0
80 Professional Services	$22.0	$25.8	$24.4	$18.7	$25.8	$0.0
90 Unallocated Contingency	$3.7	$1.2	$0.0	$0.0	$1.2	$0.0
Total (10 - 90)	**$79.1**	**$79.1**	**$70.4**	**$39.5**	**$79.1**	**$0.0**

Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in May 2021. The next risk register update is scheduled for August 2021. The following are the top project wide risks:

- Real Property– Third Party Agreements. Project revenue service date may be delayed if BNSF agreement with ST regarding the 7th and 5th Street crossing is not resolved by Q1 2021. The team is actively working to mitigate the impacts
- Rail Road Flaggers– Third Party Agreements. As a result of needing to use the railroad right of way, unavailability of BNSF flaggers may occur, thereby leading to delays to the schedule and increased costs. Risk of impact to 5th street and 7th street and Design-Build construction.

Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of $14.6 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by $62K due to two executed change orders for the S300017 contract.

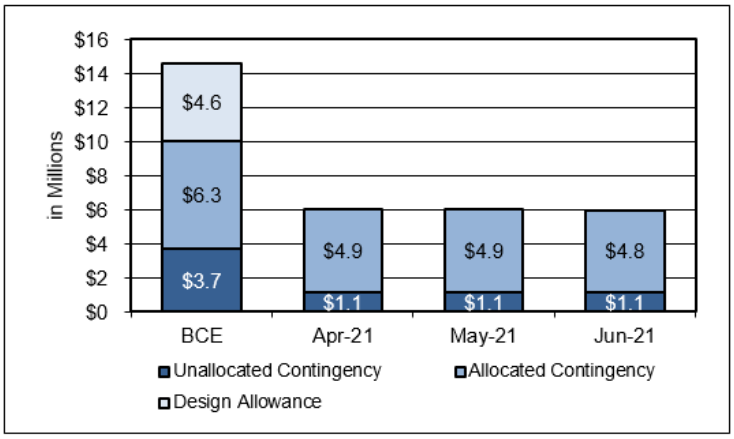
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reflects no change.

Contingency Status (Monthly)

Type	Baseline		Currrent Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$4.6	5.8%	$0.0	0.0%
Allocated Contingency	$6.3	8.0%	$4.8	12.2%
Unallocated Contingency	$3.7	4.7%	$1.1	2.9%
Total:	**$14.6**	**18.4%**	**$6.0**	**15.1%**

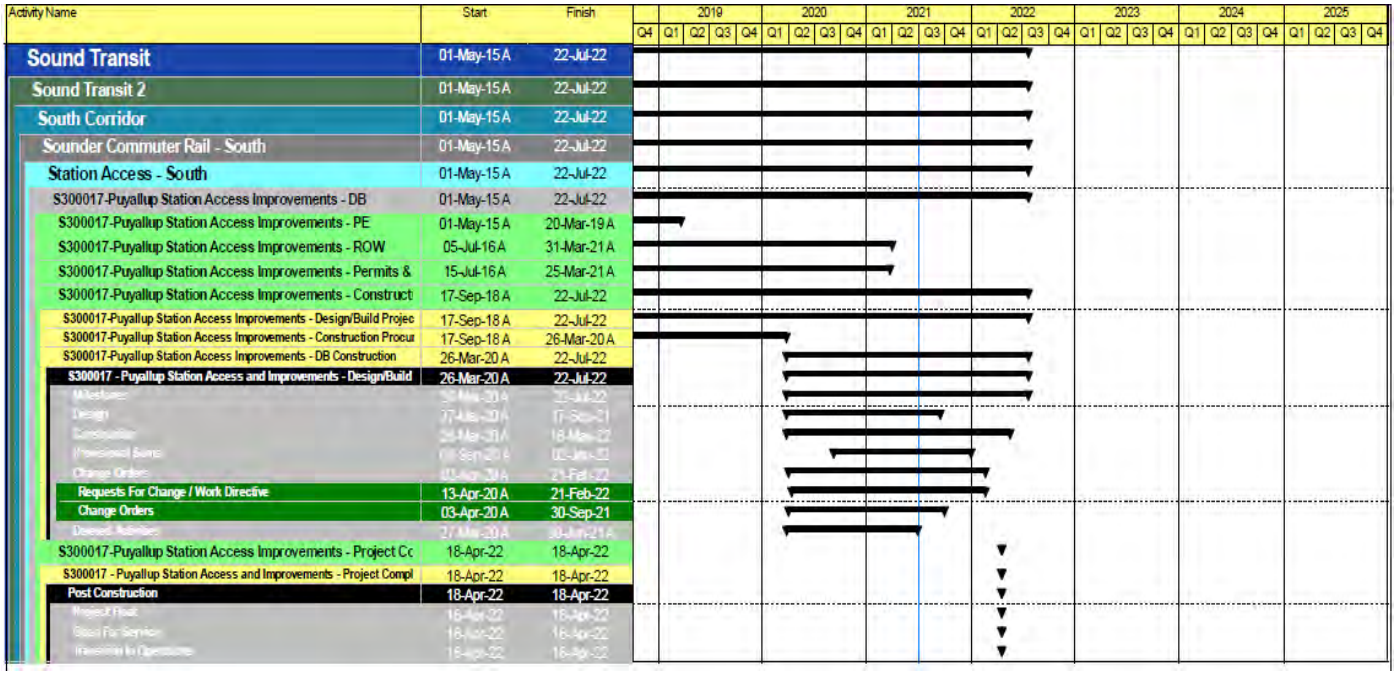
Table figures are shown in millions.

Contingency by Type



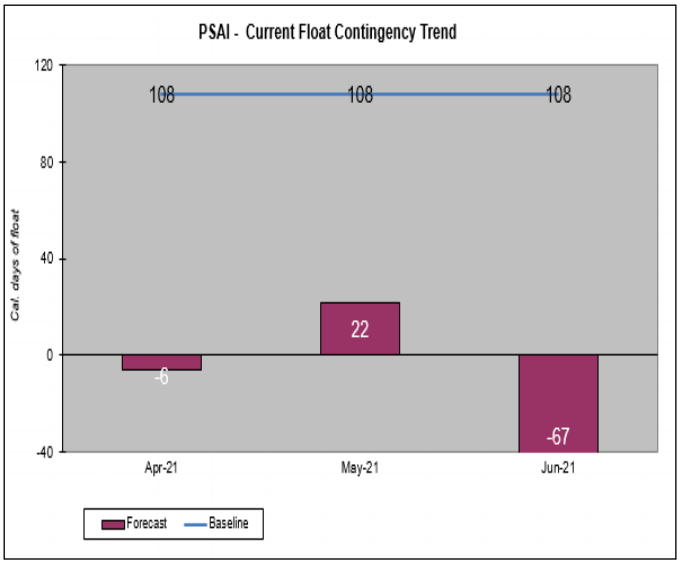
Project Schedule

NTP was issued to the contractor in the first quarter of 2020 to commence design and the contractor mobilized on site Q3 2020. The schedule update for this period has been accepted. The contractor is currently dealing with design delays due to changes to proposed traffic mitigation at 5th St. and is looking at possible mitigation for these impacts. It is expected that this project is on track to complete in the Q1 of 2022.



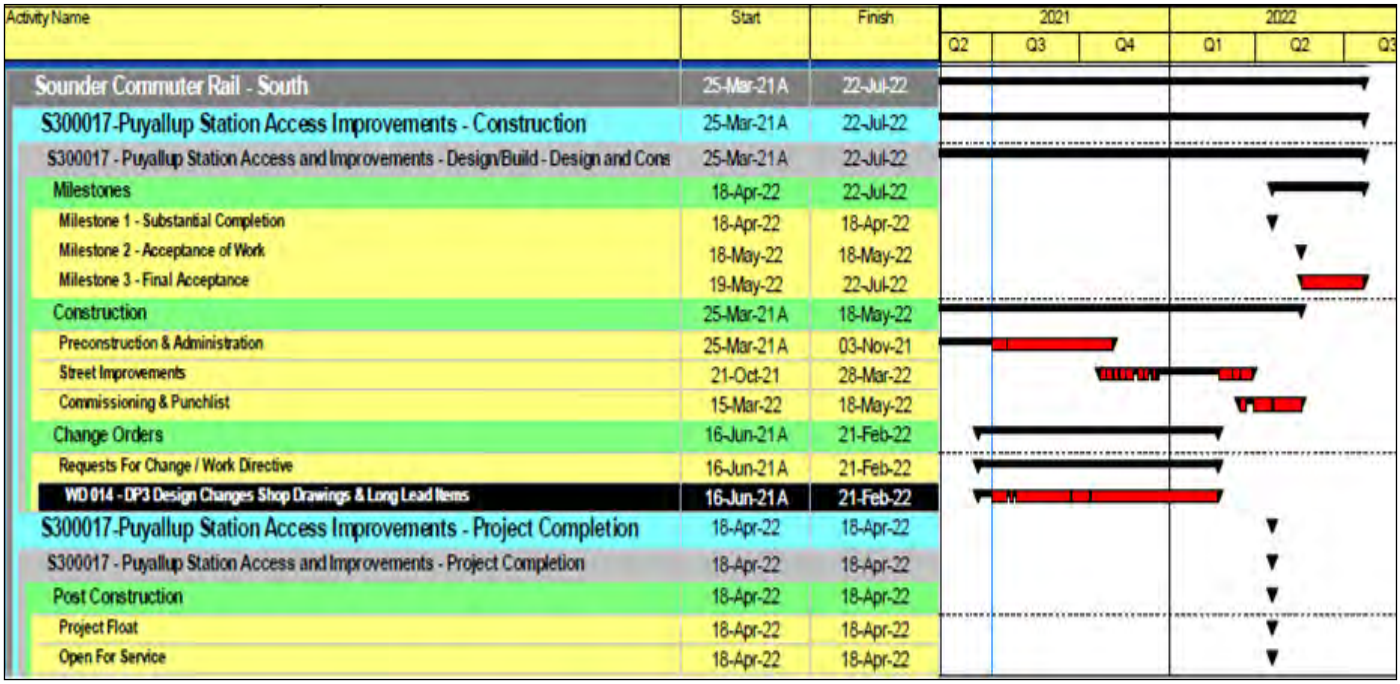
Project Float

The Puyallup station access improvements was baselined with 108 days of project float. Currently, the project is currently calculated to miss the February 10, 2022 open for service date by 67 calendar days. While the float is negative there are possible mitigation measures the contractor and ST are negotiating to reduce these impacts to the project.



Critical Path Analysis

The critical path for the Puyallup is currently driven by the design delays to traffic mitigation at 5th St. However, the work at the parking garage continues to remain on track. Key procurements are near critical and will also need to be monitored closely.



Community Outreach

- Monitored construction activities for impacts to community and issued one construction alerts.
- Planning for an information booth at the Puyallup Farmers Market on July 24th.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.6	(0.7)
Consultants	7.5	7.1	(0.4)
TOTAL	14.8	13.7	(1.1)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	June 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	1
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	2	2	2
Reported Near Mishaps	0	5	5
Average Number of Employees on Worksite	27	-	-
Total # of Hours (GC & Subs)	4,308	26,379	28,687
OSHA Incident Rates	**June 2021**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	7.58	6.97
LTI Rate	0.00	0.00	0.00
Recordable National Average	**2.80**		
LTI National Average	**1.10**		
Recordable WA State Average	**5.70**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Sounder Commuter Rail
Sounder Maintenance Base

Project Summary

Scope

Sound Transit will design and construct a Sounder Commuter Rail maintenance facility and train yard elements that will include: maintenance shops, repair positions, storage areas, office and employee welfare facilities.

Located in Lakewood, WA on Sound Transit's railroad right of way between Steilacoom Boulevard and 100th Street SW, east of Lakeview Boulevard.

Phase

Design and Construction

Budget

$12.9 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process.



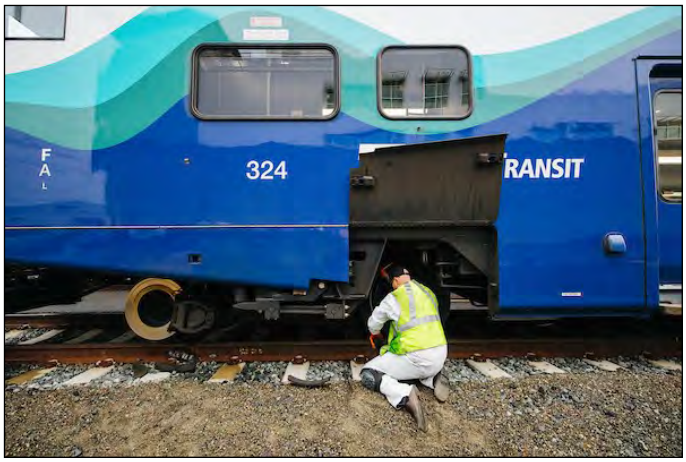
Sounder Maintenance Base Project Alignment

Key Project Activities

- The Design Build Project Management (DBPM) consultant developed the initial design build project requirements, building program and other procurement documents. Phase 2 of the DBPM Contract is on hold pending realignment discussions.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.



Air filters are changed on a Sound Car



Brake pads are replaced on a Sounder Car

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period's expenditures increased by $57K. The majority of this period's costs are attributed to staff costs and right of way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.6	$2.6	$2.6	$3.6	$0.0
Preliminary Engineering	$3.5	$3.2	$3.0	$3.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$2.0	$1.9	$1.7	$2.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.9	$0.3	$0.1	$0.9	$0.0
ROW	$3.0	$2.7	$2.5	$3.0	$0.0
Total	**$12.9**	**$10.7**	**$9.9**	**$12.9**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts risk management workshops to identify, update and monitor potential risks during design and construction. The project team completed a quantitative risk analysis to evaluate confidence in the current budget and schedule. The analysis established contingency levels and schedule float for the project baseline. The analysis has identified the following as the top project risks and proposed mitigations:

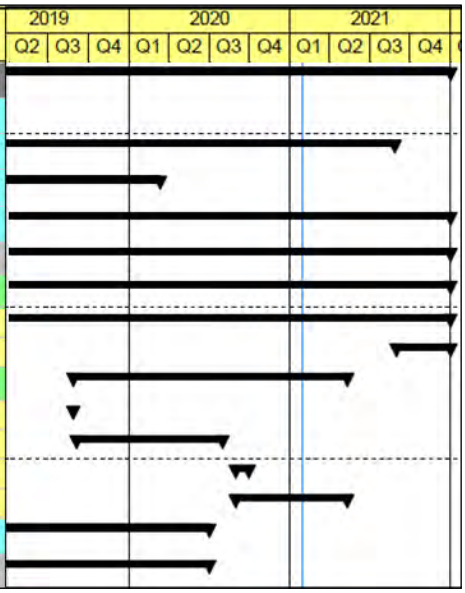
- Advanced utility relocation delays - *Risk Mitigation*: Execute agreements with the utility companies in advance of the design-build team mobilizing. Monitor progress on a regular basis.
- Implementing new form of contracting: Design Build Guaranteed Maximum Price Contract. - *Risk Mitigation*: Work closely with Design Build Project Management and Sound Transit team to modify contract documents. Seek Sound Transit sponsorship to accomplish timely review and approval of changes.
- ROW acquisition delay - *Risk Mitigation*: Monitor Sound Transit Real Estate negotiations and obtain possession and use of property being acquired.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Sounder Maintenance Base initial draft Design-Build (DB) Project Requirements were completed in June 2020 and will be incorporated into the DB Request For Qualifications (RFQ). Issuance of the DB RFQ is currently on hold. Approval of a change order for the Design-Build Project Management (DBPM) team to develop the final Project Requirements for the Design-Build Procurement RFP and Construction Services support is also currently on hold.

Activity ID	Activity Name	Start	Finish
S300004	Sounder Maintenance Base - Design/Build	01-Apr-13 A	30-Dec-21
	Conceptual Engineering	29-Jul-13 A	30-Jan-18 A
	Preliminary Engineering	01-Jun-14 A	26-Aug-21
	Environmental Assessment	01-Apr-13 A	13-Mar-20 A
	Third Party Utility Relocation and Misc Construction	02-Jan-19 A	30-Dec-21
	Third Party Utility Relocation	02-Jan-19 A	30-Dec-21
	TPU	02-Jan-19 A	30-Dec-21
	Phase 1 - Design	02-Jan-19 A	30-Dec-21
	TPU-ROW	31-Aug-21	30-Dec-21
	PSE	30-Aug-19 A	11-May-21
	PSE-Design	30-Aug-19 A	30-Aug-19 A
	PSE-ROW	03-Sep-19 A	31-Jul-20 A
	PSE-Permit	01-Sep-20 A	30-Sep-20 A
	PSE-Procurement/Construction	01-Sep-20 A	11-May-21
	Design Build Project Management Services +	01-Aug-18 A	30-Jun-20 A
	DBPM - Phase 1 - Const Services/Support - DB Project Req'ts	01-Aug-18 A	30-Jun-20 A



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.7	0.4	(6.3)
Consultants	2.6	0.0	(2.6)
TOTAL	9.3	0.4	(8.9)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Sounder South Capacity Expansion

Project Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

The Sounder Strategic Development and Implementation Plan is now complete that includes a program of proposed capital projects.

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Phase

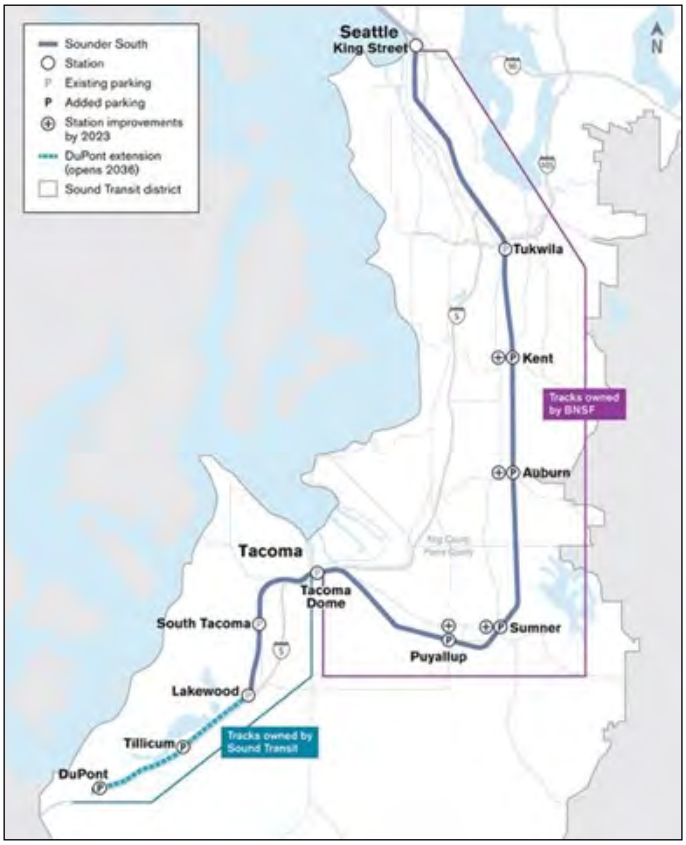
Planning

Budget

$17.37 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process.



Sounder South Capacity map alignment

Program Key Activities

Program level activities are highlighted below. Project specific elements are detailed in their own sections on the following pages.

Sounder South Project Development Key Activities

- Sound Transit and BNSF Railway finalized the results of the Path Finding Study and the report recommendations.
- The Sounder South program is coordinating with the Tacoma Dome Link Extension team to identify potential conflict points with the representative alignments on both corridors.
- The following Sounder South Capacity Expansion (SSCE) Program planning projects approved by the Sound Transit Board to move forward into Planning Phase 1 Alternative Analysis phase.

 °King Street Station Platform Improvements

 °BNSF Platform Extension at Auburn Station location

 These priority projects are summarized next followed by the common program reporting elements.

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continue development of a memo to document baseline conditions at the station and identify current issues at the station.
- Working closely with the West Seattle Ballard Link Extension (WSBLE) team on the conceptual design phase of the Chinatown/International District Station which is in close vicinity of the King Street Station. Key members of the WSBLE team are invited to participate in the bi-weekly KSS project team meetings.

Community Engagement

- No community engagement activities to report this month.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right of way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained with Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- Continue alternatives analysis to evaluate feasibility of extending platforms at Auburn Station.
- Refined screening criteria and evaluation metrics to rank different alternative options for Auburn Station platform extensions.

Community Engagement

- No community engagement activities to report this month.

Program Reporting Elements

While in the Planning phase, priority projects are being managed under a shared budget, schedule and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

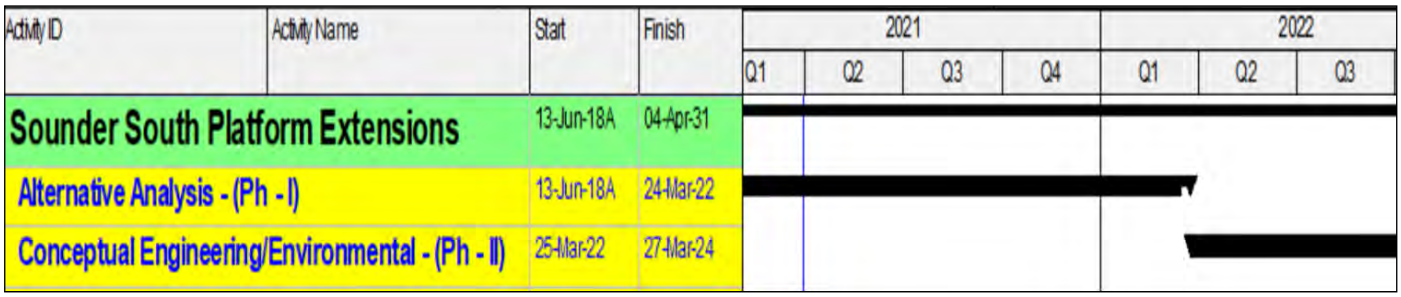
This period expenditures increased by $84K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$3.9	$1.4	$1.4	$3.9	$0.0
Preliminary Engineering	$12.1	$3.0	$1.7	$12.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$1.1	$0.4	$0.3	$1.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$17.3**	**$4.8**	**$3.4**	**$17.3**	**$0.0**

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is expecting about eight months of COVID-19 related delays. As a result, dates including Service Date, will depend on Board direction from realignment process. Finish Date for Ph-1 reflects the inclusion of King Street Station Platform Improvement Project.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The program team held the first risk management workshop to identify potential risks to the projects currently in alternatives analysis (King Street Station Platform Improvements and BNSF Platform Extensions). The risk register will be updated and monitored quarterly, with additional risks to be incorporated at a later date.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2021 are on pause.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	2.6	(5.1)
Consultants	28.6	1.4	(27.2)
TOTAL	36.3	4.0	(32.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
South Tacoma Station Access Improvements

Project Summary

Scope

This project will plan, design and construct a parking facility and provide access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase

Planning Phase 1—Alternatives Analysis

Budget

$1.53 Million

Schedule

Open for Service date will depend on Board direction from realignment process.



South Tacoma Station in Pierce County.

Key Project Activities

- Continued to identify improvements to evaluate as part of the project
- Conducted a Level 1 Evaluation of potential improvements
- Engaged with internal and external stakeholders to identify improvements to evaluate



South Tacoma Station Building



South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS).

This period expenditures increased by $105.6K with the majority of the amount coming from staff costs, and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.5	$0.2	$0.2	$0.5	$0.0
Preliminary Engineering	$1.0	$0.7	$0.3	$1.0	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$1.5**	**$0.9**	**$0.5**	**$1.5**	**$0.0**

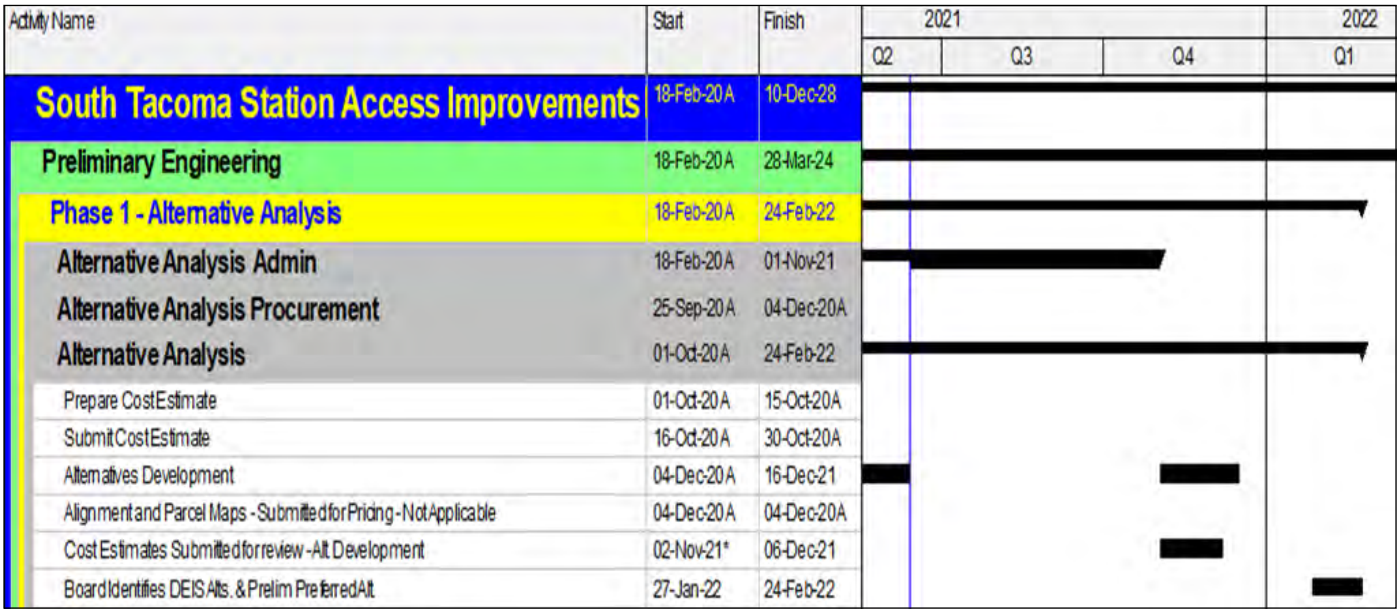
Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The program team held the first risk management workshop to identify potential risks to the project which is currently in alternatives analysis. The risk register will be updated and monitored quarterly, with additional risks to be incorporated at a later date.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.



Community Engagement

- Finalized engagement summary from April online open house, which will be shared with the public in July.
- Gave a briefing on Sounder to 25 leaders with Asia Pacific Cultural Center.
- Began preparations for fall engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.8	1.4	(0.4)
Consultants	2.1	2.0	(0.1)
TOTAL	3.9	3.4	(0.5)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail
Sumner Station Access Improvements

Project Summary

Scope

The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.

Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.

Phase

Complete environmental/enter design & construction

Budget

$17.8 Million

Schedule

Open for Service date will depend on ST Board direction from realignment process.



Improving access to Sounder Sumner Station

Key Project Activities

- Design-Build procurement documents finalized. Project on hold pending Board realignment discussions.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period's expenditures increased by $29K. The majority of this period's costs are attributed to staff costs and right of way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$2.5	$1.8	$1.8	$2.5	$0.0
Preliminary Engineering	$2.7	$2.6	$2.6	$2.7	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$7.6	$7.6	$2.9	$7.6	$0.0
Construction	$0.4	$0.1	$0.1	$0.4	$0.0
ROW	$4.6	$4.1	$3.9	$4.6	$0.0
Total	**$17.8**	**$16.2**	**$11.3**	**$17.8**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The next risk register update is scheduled for August 2021. The following are the top project wide risks:

- Third Party Agreements to be finalized before contract award. Sound Transit staff have finalized a draft of the Conditional Use Permit; readying for a meeting with the city once key open issues have been addressed.
- Environmental-Contamination (Soil &/or Water): Inclusion of a work plan has been included in the procurement documents to mitigate and address remediation of contaminated materials. This will be the first line of work the contractor will perform once they are approved to proceed with construction.

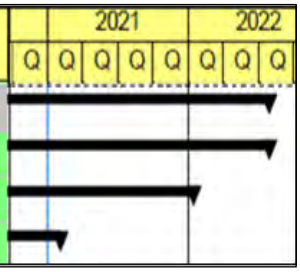
Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Board September Re-Alignment Motion allowed advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. Project Procurement documents are complete; Procurement for Issuance of the Design-Build Request For Qualifications (RFQ) is currently on hold pending Board level discussion on re-alignment. Finalizing agreements for replacement parking during construction. Board Re-Alignment action anticipated July 2021.

The project is in the Preliminary Engineering phase, the preliminary engineering work overall is complete, the primary remaining activities in this phase are to initiate Design-Build procurement and Baseline the project. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area of construction needed for the Design-Build contractor's construction activities.

Activity ID	Activity Name	Start	Finish
	Sumner Station Access Improvements - DB	01-May-15 A	28-Jul-22
	- Sumner Station Parking and Access Improvements - CE/PE	01-May-15 A	28-Jul-22
	- Sumner Station Access and Improvements - ROW	14-Jun-17 A	13-Jan-22
	- Sumner Station Access and Improvements - Permits & Third Party.	01-Mar-16 A	31-Jan-21



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project in June was focused on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	0.5	(5.7)
Consultants	0.0	0.0	0.0
TOTAL	6.2	0.5	(5.7)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report

Regional Express & STRIDE Programs







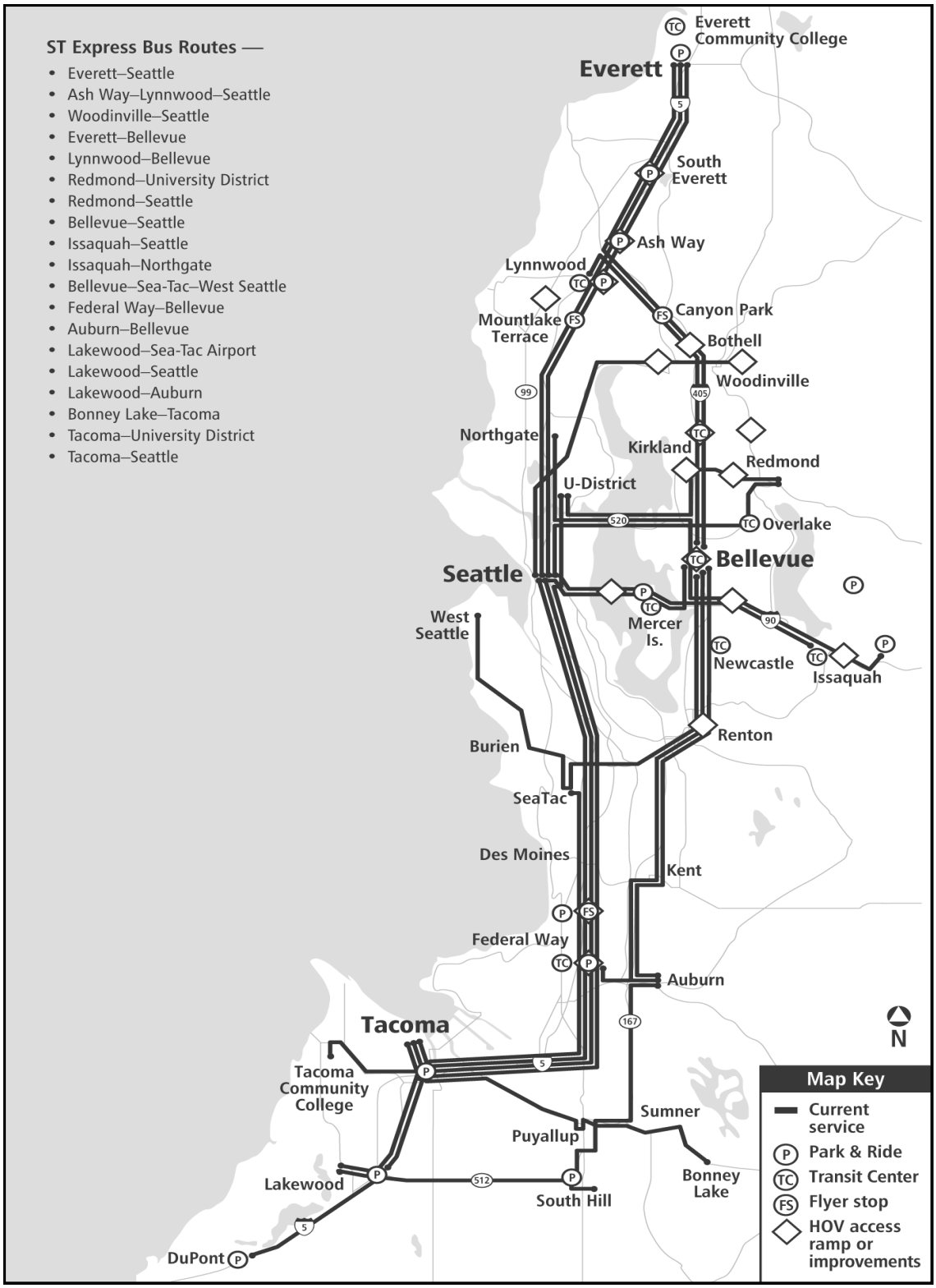


ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

June | 2021

SOUNDTRANSIT

Prepared by Project Control & VE I Design, Engineering & Construction Management



ST Regional Express Bus Routes

ST Express Bus Base: Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations; facilities and site programming; and identification of site alternatives. Project is currently on hold, but being re-evaluated by senior management.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 11pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

Bus Base North: This project establishes the operations and maintenance facility necessary to support to support BRT operations.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Bus on Shoulder: This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations where Bus on Shoulder may be feasible.

North Sammamish Park & Ride: The project includes the planning, design and construction of a park and ride facility. The North Sammamish Park and Ride will provide up to 200 parking spaces in the north end of the City of Sammamish. The park and ride will be open for public access in 2024, improving access to transit service for Sammamish residents.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

Regional Express and STRIDE	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
ST EXPRESS BUS BASE	$5.8	$3.1	$1.2	$5.8	$0.0
I-405 BRT	$268.3	$201.3	$87.0	$268.3	$0.0
BUS BASE NORTH	$48.7	$38.6	$38.1	$48.7	$0.0
SR 522-NE 145th ST BRT	$148.6	$48.3	$41.7	$148.6	$0.0
BUS ON SHOULDER PROJECT	$3.9	$0.8	$0.8	$3.9	$0.0
NORTH SAMMAMISH PARK & RIDE	$2.1	$0.3	$0.3	$2.1	$0.0
TOTAL REX & STRIDE	**$477.3**	**$292.4**	**$169.1**	**$477.3**	**$0.0**

Figures are shown in millions

Program Schedule

All projects within the Regional Express and STRIDE programs are part of the realignment process. *A graphic of the revised timelines will be displayed following the conclusion of the realignment process.*

Regional Express & STRIDE
ST Express Bus Base

Project Summary

Scope Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations, facilities and site programming, and identification of site alternative.

Phase Planning

Budget $5.8 Million

Schedule Project is on hold



ST. Express bus maintenance performed by transit partners

Key Project Activities

- Sound Transit Executive Leadership is evaluating the need for an operations and maintenance base.
- Sustainability is completing a $125K study of Battery-Electric Buses to develop an agency-wide implementation plan for future transition to Battery Electric Buses. Work anticipated to start in 2020 will be further delayed due to COVID-19 pandemic.
- Open for Service date will depend on Board direction from realignment process.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.8	$0.4	$0.4	$0.8	$0.0
Preliminary Engineering	$4.8	$2.7	$0.8	$4.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.0	$0.0	$0.0	$0.0	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$5.8**	**$3.1**	**$1.2**	**$5.8**	**$0.0**

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Regional Express & STRIDE
I-405 Bus Rapid Transit

Project Summary

Scope

Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits

Approximately 37 miles between Lynnwood and Burien

Alignment

I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.

Stations

Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub , Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center

Phase

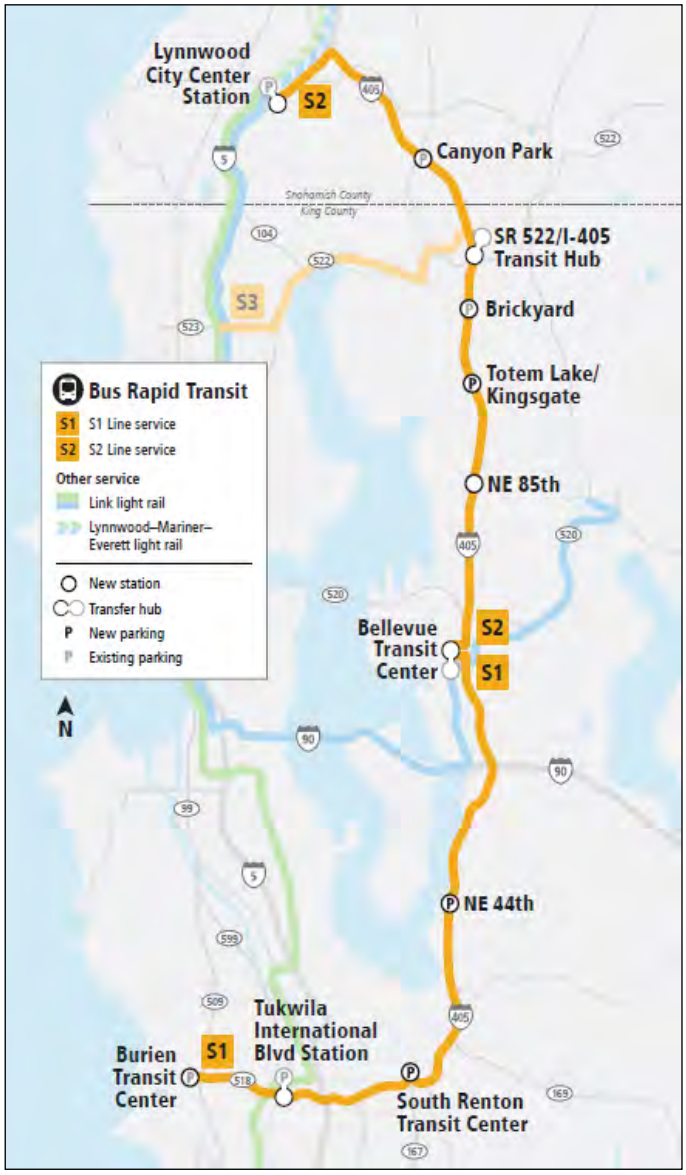
Planning Phase 2 Environmental Review and Conceptual Engineering and Phase 3 Preliminary Engineering.

Budget

I-405 BRT: $268.3Million
Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.

Schedule

Open for Service date will depend on Board direction from realignment process



Map of Project Alignment

Key Project Activities

- Developing partnering agreements and letters of concurrence.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, and Canyon Park.
- Updating Project Master Schedule.
- Additional task orders with the General Engineering Consultant (GEC) have been issued to prepare final design framework.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures are $0.9M, of which $0.2M for staff time, $0.6M for project refinement activities, preliminary engineering and environmental activities in the PE phase, $90K for relocation costs and $19K in third party phase.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$11.0	$8.5	$8.5	$11.0	$0.0
Preliminary Engineering	$50.2	$45.5	$26.3	$50.2	$0.0
Final Design	$16.3	$0.6	$0.1	$16.3	$0.0
Construction Services	$0.9	$0.0	$0.0	$0.9	$0.0
3rd Party Agreements	$1.5	$0.8	$0.6	$1.5	$0.0
Construction	$152.2	$118.4	$24.4	$152.2	$0.0
Right-of-Way (ROW)	$36.2	$27.5	$27.1	$36.2	$0.0
Total	**$268.3**	**$201.3**	**$87.0**	**$268.3**	**$0.0**

Risk Management

The project team continues to hold risk management workshops to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The following are top project risks and proposed mitigations:

- Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes (ETL) Project. *Risk Mitigation:* Sound Transit participated in WSDOT's Design-Build process for the I-405 Renton to Bellevue Project as a proposal evaluation member and integrated BRT milestones into the WSDOT schedule. Sound Transit staff is participating in design and constructability reviews for BRT related facilities.
- Coordination with WSDOT north-end I-405 Express Toll Lane schedule. Sound Transit and WSDOT staff coordination is ongoing to minimize or eliminate schedule gaps or slowdowns.

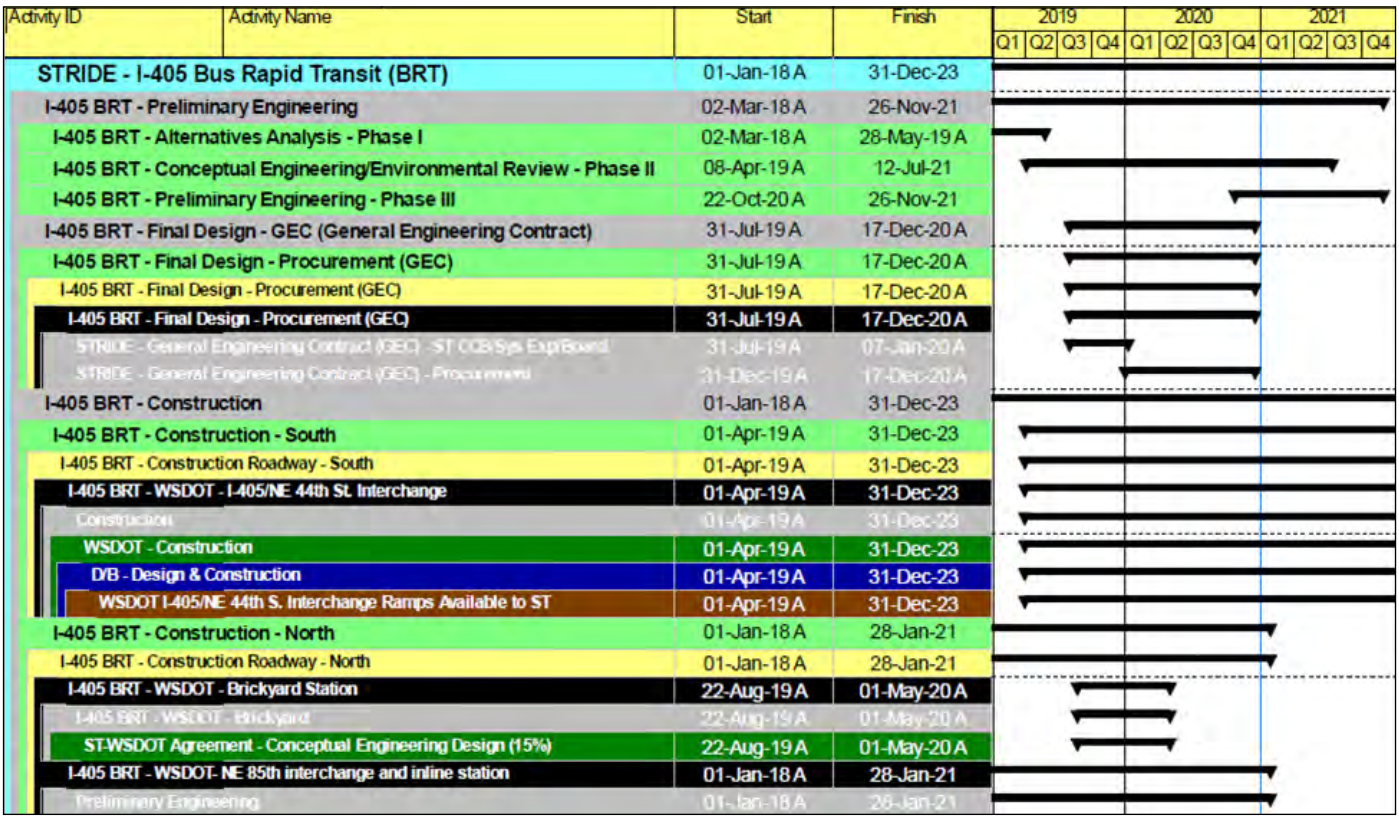
Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The current phase, Conceptual Engineering/Environmental Review (Phase 2), commenced in Q2 2019 and is anticipated to complete in Q2/Q3 2021. In October 2020 the Sound Transit System Expansion Committee (SEC) authorized advancing the current Conceptual Engineering consultant's (WSP) Preliminary Engineering (Phase 3) SOW per Motion No. M2020-59: Authorizing the chief executive officer to execute a contract modification with WSP USA Inc. to exercise a contract option for Phase 3 preliminary engineering services for the I405 Bus Rapid Transit project. In November 2020 Notice to Proceed (NTP) was provided to WSP and they are in the process of developing their initial draft Preliminary Engineering (Phase 3) SOW schedule.

We expected to take the STRIDE Program for the ST Board action "Select Project to Be Built" after the Board realignment decision.

The current critical path for the I-405 BRT project is conceptual engineering, environmental review, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation. There are other critical design efforts and construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOTs I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and local communities throughout the project. Due to COVD-19 outreach efforts have shifted to virtual platforms.

- Prepared for Vulcan meeting with Kennydale neighborhood (44th lot in Renton)
- Demolition discussion/planning for old Sound Ford location

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is annual projection. ST Staff level of effort increases with Phase 3 ramps up. The consultant's variance is from the GEC contract that just started with four task orders executed. Progress of GEC will remain low as capacity's increase is subject to realignment's decision.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.0	12.9	(4.1)
Consultants	90.8	25.6	(65.2)
TOTAL	107.8	38.5	(69.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE Bus Base North

Project Summary

Scope

The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase

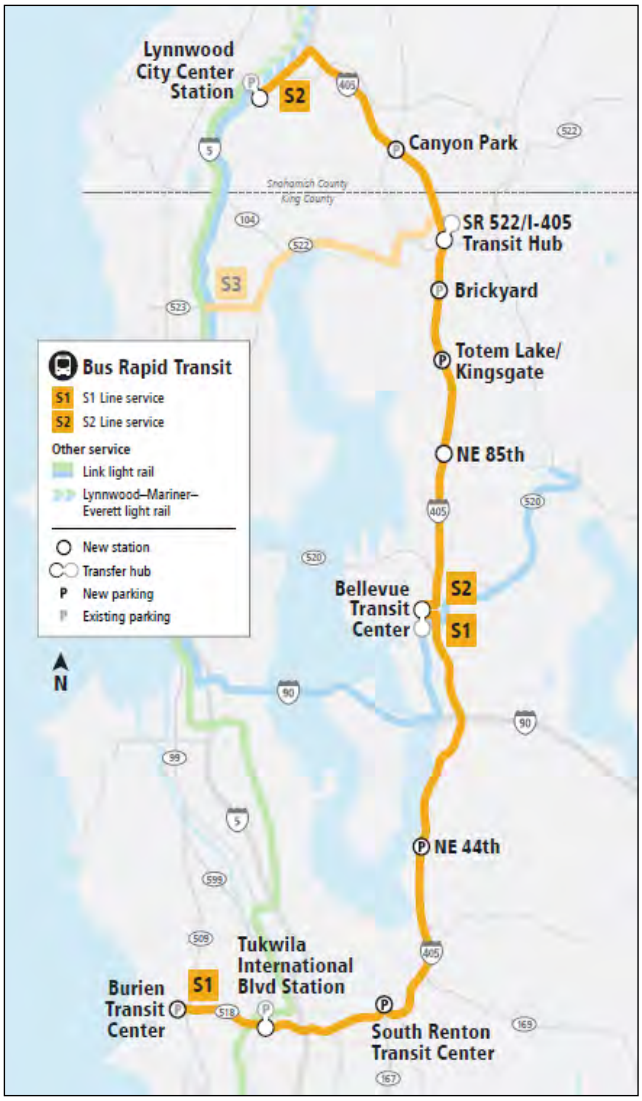
Conceptual engineering/environmental review

Budget

$48.7 Million

Schedule

Open for Service date will depend on Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- State Environmental Policy Act (SEPA) Determination of Non-significance (DNS) appeal has been resolved.
- Addressing the Business Park's Codes, Covenants and Restriction (CCRs).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

Since May 2021, the project cost incurred increased by around $155K. This is primarily due to Sound Transit staff time for $41K, Legal service for $16K, progress on preliminary engineering and environmental with the consultant for $18K, and some ROW activities for $8K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$4.4	$1.8	$1.8	$4.4	$0.0
Preliminary Engineering	$2.3	$1.7	$1.3	$2.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Right-of-Way (ROW)	$41.8	$35.0	$35.0	$41.8	$0.0
Total	**$48.7**	**$38.6**	**$38.1**	**$48.7**	**$0.0**

Risk Management

The BRT Project Team will develop the Risk and Contingency Management Plan (RCMP) during the Design/Build phase of the project. The project team conducted a risk management workshop to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The top project risk and proposed mitigation is below:

- Soil conditions could require additional special foundations. Risk Mitigation: additional review of soil testing and borings
- Addressing the Business Park Codes, Covenants and Restrictions: performing additional noise and vibration analysis

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

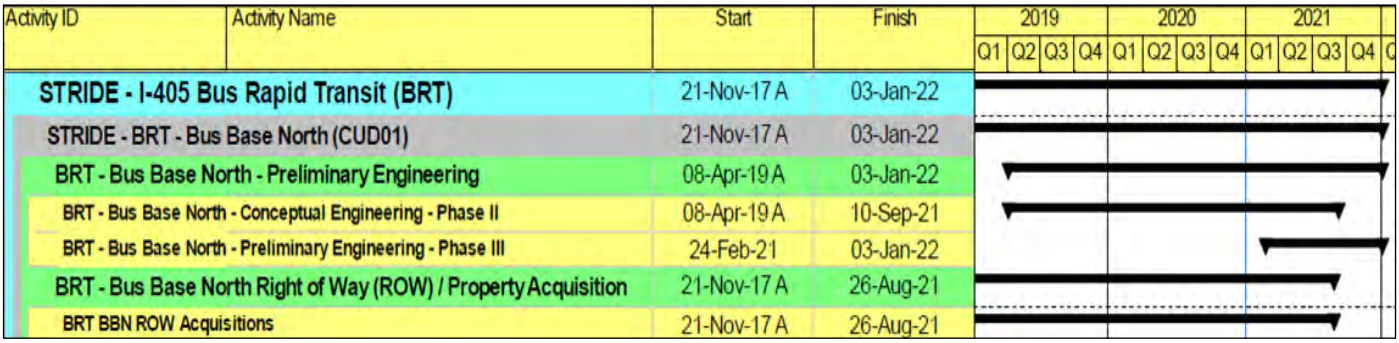
The current phase, Conceptual Engineering/Environmental review, commenced in Q2 2019 and is now anticipated to complete in Q3 2021.

Sound Transit has prepared a State Environmental Policy Act (SEPA) environmental checklist for the Bus Base North project in Bothell. As part of the environmental checklist, Sound Transit developed technical reports and memos on the following topics: Noise and Vibration, Ecosystem Resources, Hazardous Materials, Transportation, Visual and Aesthetic Resources, Historic and Archaeological Resources.

Based on the checklist, technical reports and other information, Sound Transit has determined that the Bus Base North project does not have a probable significant adverse impact on the environment. A Determination of Non-significance (DNS) was issued on August 10, 2020. The Canyon Park business park issued an appeal to Sound Transit's SEPA DNS determination, Sound Transit is responding to this SEPA appeal. The environmental analysis will inform the Sound Transit Board on future decisions about the project. Other, select, environmental permitting activities are underway and are planned to complete in Q3/ Q4 2021.

Sound Transit presented to the November 2020 Sound Transit Board and the Board approved Resolution No. R2020-21: Amending the Adopted 2020 Budget for the Bus Base North project to support a property acquisition. Property owner allowed Sound Transit to take possession in May 2019, recent appraisals and mediation arrived at through a third party resulted in an increased valuation of the property.

The current critical path for Bus Base North is conceptual engineering, acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, permitting, construction, integration with intelligent transportation system (ITS), preparation for and readiness of Bus Base North for new BRT bus fleet and service line activation.



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

- We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance in ST staff level of effort will reduce once DBPM (Design-Build Project Management contract) starts. However, award of DBPM contract is on pause due to the realignment process. Consultant staff are currently working on Phase 2 and Phase 3.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.5	(4.1)
Consultants	1.0	0.7	(0.3)
TOTAL	7.6	3.2	(4.4)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope Launch a Bus Rapid Transit (BRT) system from the Shoreline South/145th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

Limits Approximately 8 miles between Shoreline and Bothell

Alignment The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

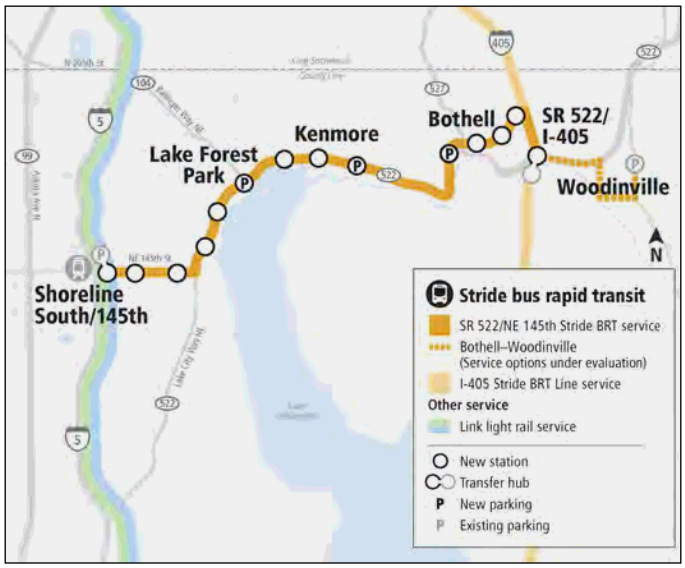
Stations Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Planning Phase 2 Conceptual Engineering and Environmental Review and Phase 3 Preliminary Engineering

Budget $148.6 Million - Preliminary Engineering Phase (1-3), Bothell Stage 3, Shoreline agreement , Acquisition.

Schedule Open for Service date will depend on Board direction from realignment process



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Continuing stakeholder outreach focused on property owners and businesses.
- Completed 30% roadway plans for NE 145th
- Completed 30% roadway plans for Lake Forest Park
- The NE 145th 30% plans to WSDOT and Cities of Seattle and Shoreline are in review.
- Coordinating 30% plans development with the City of Bothell for review.
- Interagency Group is focused on identifying station access projects.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $1.5M due on progress for Bothell construction for $0.9M, on consultants on preliminary engineering and environmental for $0.4M, Sound Transit staff time for $0.1M , and some progress on final design for around $30K and in ROW for $70K .

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$9.1	$6.3	$6.1	$9.1	$0.0
Preliminary Engineering	$16.9	$15.2	$14.7	$16.9	$0.0
Final Design	$19.8	$0.4	$0.1	$19.8	$0.0
Construction Services	$0.6	$0.3	$0.0	$0.6	$0.0
3rd Party Agreements	11.4	$0.8	$0.5	$11.4	$0.0
Construction	$38.7	$25.0	$19.8	$38.7	$0.0
Right-of-Way (ROW)	$52.1	$0.4	$0.4	$52.1	$0.0
Total	**$148.6**	**$48.3**	**$41.7**	**$148.6**	**$0.0**

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. Sound Transit continuously monitors project status and assesses associated risks.

The following are the top project risks and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- Early concurrence on project components is a key effort of project development though on-going coordination with the Project Interagency Coordination Group, City Managers Group and Elected Leadership Group. Letter of Concurrence are being developed with major jurisdictions on the SR 522/145th BRT alignment for the project advancing to 30 percent design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner Agency staff are actively working towards a multi-agreeable solution.

Project Schedule*

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The SR 522/NE 145th BRT Project Refinement Phase completed in Q2 2019. Conceptual Engineering/Environmental Review, commenced in Q2 2019 and this phase completed in Q2 2021. The Preliminary Engineering phase is anticipated to complete in Q3 2021. The 30% design has been completed for the NE 145th, Lake Forest Park and Kenmore segments, and is being finalized for the Bothell segment. All segments have been reviewed by the local Authorities Having Jurisdiction (AHJ) and/or Sound Transit's 3rd party partners, including WSDOT and others. The SEPA expanded checklist work was completed in Q1 2021.

We expect to take the STRIDE Program for the ST Board action "Select Project to Be Built" after the Board realignment decision.

The current critical path for the ST 522/NE 145th BRT project is Right-of-Way (ROW) civil certification, ROW acquisition, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation.

**Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g. City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.*

Activity ID	Activity Name	Start	Finish
	STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)	26-Feb-18 A	31-Aug-21
	SR 522/NE 145th BRT - Preliminary Engineering	26-Feb-18 A	25-Jun-21
	SR 522/NE 145th BRT - Final Design	31-Jul-19 A	17-Dec-20 A
	SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	17-Dec-20 A
	SR522/NE 145th BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A
	SR522/NE 145th BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A
	STRIDE - General Engineering Contract (GEC) - ST CCB/Sys Exp/Board	31-Jul-19 A	07-Jan-20 A
	STRIDE - General Engineering Contract (GEC) - Procurement	31-Dec-19 A	17-Dec-20 A
	SR 522/NE 145th BRT - Construction	07-Jan-19 A	31-Aug-21
	SR 522/NE 145th BRT - Construction - Roadway	07-Jan-19 A	31-Aug-21
	SR 522/NE 145th BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB	07-Jan-19 A	31-Aug-21
	City of Bothell SR-522 BAT Lanes Project (Bothell Stage 3)	07-Jan-19 A	31-Aug-21
	Construction	07-Jan-19 A	31-Aug-21
	Construction Procurement	07-Jan-19 A	01-Apr-19 A
	Civil Construction	01-Apr-19 A	31-Aug-21



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVD-19 outreach efforts have shifted to virtual platforms.

- One property owner meeting
- Calls to property owners for tree survey
- Met with potential media partner for internships discussion
- Began to develop messaging for Lake Forest Park driveway discussion

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. ST staffing variance is less than planned as some of the activities of the project are on pause waiting for realignment decision. Consultant variance is from the GEC contract that has just started with three task orders executed. Progress on GEC is slow as capacity's increase is subject to realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.0	(5.2)
Consultants	75.1	16.0	(59.1)
TOTAL	90.3	26.0	(64.3)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE Bus on Shoulder

Project Summary

Scope

This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. Program is coordinated with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible.

Phase

Planning—Conceptual Engineering and Environmental Review

Budget

$3.6 Million—Planning Phase

$0.3 Million—Construction Phase

Schedule

Open for Service date will depend on Board direction from realignment process



Examples of Bus-on-Shoulder facilities

Key Project Activities

- Further discussions with WSDOT and partner transit agencies are planned pending direction from the ST Board's realignment process. Discussions will verify and refine the expected benefits and early cost estimates for the candidate projects.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

Since May 2021, no project cost incurred as the project is on pause.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.9	$0.1	$0.1	$0.9	$0.0
Preliminary Engineering	$2.2	$0.0	$0.0	$2.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.4	$0.4	$0.4	$0.0
Construction	$0.3	$0.3	$0.3	$0.3	$0.0
ROW	$0.1	$0.0	$0.0	$0.1	$0.0
Total	**$3.9**	**$0.8**	**$0.8**	**$3.9**	**$0.0**

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is experiencing COVID-19 related delays. As a result dates including Revenue Service will depend on Board direction from the realignment process. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown

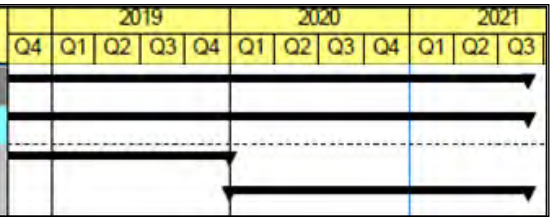
A feasibility study was completed in Q2 2019, identifying and evaluating an initial list of candidate BOS projects. Follow-up staff work to verify the initial projects, identify additional potential projects, develop potential evaluation criteria and lay out next steps for the program was completed in December 2019.

Bus on Shoulder improvement projects may be designed, constructed and brought into service over a multiple year period.

Potential candidate projects under consideration:

- I-5 - Ash Way HOV Direct Access to Lynnwood HOV Direct Access - SB inside
- SR 900 - I-5 off-ramp to S 129th St - SB outside
- I-5 - Michigan St S on-ramp to West Seattle Bridge/S Spokane St - NB outside
- SR 410 - 171st Ave Ct E to Veterans Memorial Dr E - EB outside
- I-5 - S 375th St to Port of Tacoma Rd - SB inside
- I-5 - S 84th St to SR 512 (including off-ramp & intersection) - SB outside

Activity Name	Start	Finish
Bus on Shoulders	05-Jun-18 A	31-Aug-21
Preliminary Engineering	05-Jun-18 A	31-Aug-21
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19 A
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks. The following are the top project wide risks:

- The right combination of factors must be present to implement Bus on Shoulder operation: sufficient transit service and ridership along a roadway segment; service that is adversely affected by roadway congestion; and physical and operating conditions along a roadway segment's shoulder that can accommodate improvements to its length, width, pavement, etc.
- Candidate projects must benefit one or more of the three contributing subareas.
- Washington State Patrol and other emergency responders also use shoulders for enforcement and hazard response. Facilitating WSP and emergency responder needs may preclude bus operation on candidate roadway segments or require certain types of improvements beyond shoulder modifications.

Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance is explained by the fact that project is on pause until realignment process is finalized.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	0.62	0.01	(0.6)
Consultants	n/a	n/a	n/a
TOTAL	0.62	0.01	(0.6)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Regional Express & Bus Rapid Transit
North Sammamish Park & Ride

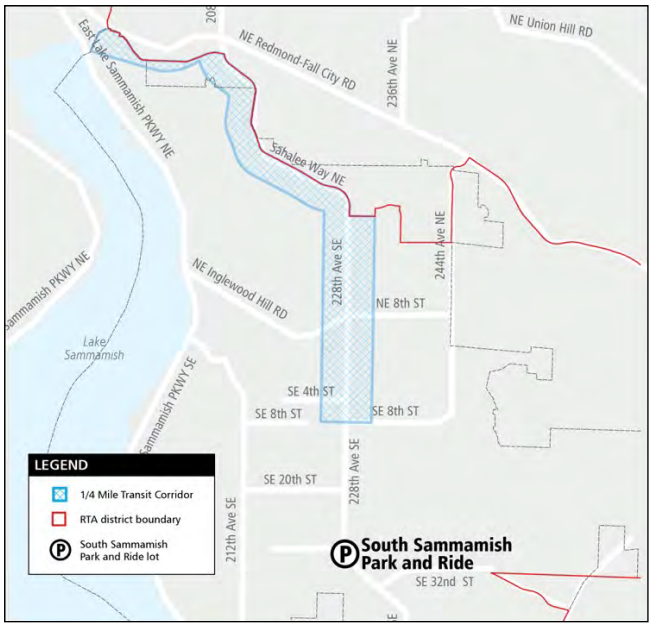
Project Summary

Scope The North Sammamish Park-and-Ride is a planned parking facility with up to 200 spaces in the northern portion of the City of Sammamish.

Phase Conceptual Engineering and Environmental Review

Budget $20 Million

Schedule Open for Service date will depend on Board direction from realignment process.



North Sammamish Park & Ride project area

Key Project Activities

- Coordination with City of Sammamish.
- Project is on hold from advancing to the next phase as due to the realignment process.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$0.8	$0.3	$0.3	$0.8	$0.0
Preliminary Engineering	$1.1	$0.0	$0.0	$1.1	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.1	$0.0	$0.0	$0.0	$0.0
Total	**$2.1**	**$0.3**	**$0.3**	**$2.1**	**$0.0**

Totals may not equal column sums due to rounding of line entries.

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The following are the top project wide risks:

- City Staff and councilmembers have vocalized interest in a joint parking/City services facility. There is a risk that the City will request additional time to explore and propose a joint development that would involve a structured park and ride.
- Constructing a structured lot would likely pose schedule and budgetary risks to the project. Prolonging the decision on project scope and delivery method may also pose a risk to delivering the project on time.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Following board realignment and further discussions with the City, the project team will advance toward Phase Gate 2 Select Delivery Method. Once there is agreement on project delivery method, the team will proceed with procuring consultants to conduct conceptual engineering and environmental review, followed by preliminary engineering, final design and construction.

Activity ID	Activity Name	Start	Finish
			2019 Q4 / 2020 Q1 Q2 Q3 Q4 / 2021 Q1 Q2 Q3
Sound Transit		03-Aug-18 A	14-Oct-21
Sound Transit 3		03-Aug-18 A	14-Oct-21
ST3 - East Corridor		03-Aug-18 A	14-Oct-21
North Sammamish Park-and-Ride Master Schedule		03-Aug-18 A	14-Oct-21
Preliminary Engineering		03-Aug-18 A	14-Oct-21
Alternative Analysis - Phase I		03-Aug-18 A	14-Oct-21

Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report
Capital Program Support



Prepared by Project Control & VE I Design, Engineering & Construction Management

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Capital Program Support Grants

Current Grant Funding *(Includes only Active Executed Grants)*

Status: Active

As Of: June 2021

Generated on: 7/12/2021 at: 7:43:17AM

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	615,748,114
LINK LIGHT RAIL	WA-2016-012	TACOMA LINK EXT LRV	6,000,000	03/05/2018	6,000,000
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	51,851,063
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	-
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	74,574,536	08/14/2020	74,574,537
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	6,616,275
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	2,318,683	04/29/2020	600,000
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	457,678,580
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	170,498,227
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	221,415
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-
REGIONAL FUND	WA-2020-045	CARES Act	166,282,134	05/19/2020	166,282,134
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	7,568,057	08/17/2020	7,568,057
LINK LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	19,501,080	08/27/2020	19,501,080
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	6,538,040	12/09/2020	6,538,040
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	53,219
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-
REGIONAL FUND	WA-2021-032	CRRSAA Act - FY 2021	179,660,964	06/09/2021	149,456,865
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	5,314,193
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	2,067,183
		TOTAL FEDERAL TRANSIT AUTHORITY	**1,877,675,049**		**1,740,821,477**
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-0001	Radio Communication Network	662,138	11/02/2017	-
REGIONAL FUND	EMW-2019-RA-0001	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	128,101
REGIONAL FUND	EMW-2020-RA-0002	Crit Evnt OT, CEDO	642,738	08/10/2020	89,992
		TOTAL OTHER FEDERAL	**2,620,689**		**218,093**
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/10/2020	500,000
		TOTAL STATE	**697,000**		**500,000**
		TOTAL ALL GRANTS	**1,880,992,738**		**1,741,539,570**

Above table as of 2nd QTR 2021. This section is updated every quarter.

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Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2021, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

Key Q2 2021 Accomplishments and Activities

- Finalized data collection for annual Sustainability Inventory and drafted Sustainability Progress Report.
- Celebrated Earth Month by hosting a series of internal events.
- Completed the ESMS internal audit with one minor finding and three suggestions.
- Launched and interagency group to discuss regional battery electric bus adoption amongst Puget Sound Transit agencies.
- Approved funding for the first Efficiency and Sustainability Fund projects.

Key Upcoming Activities for Q3 2021

- Present the annual Sustainability Progress Report to the Board of Directors.
- Finalize the revised design of ESMS general awareness training.
- Join the FTA Healthy Planet Challenge.
- Present at FTA Webinar on greenhouse gas accounting.

Acronyms

AA	Alternative Analysis
AHU	Air Handling Units
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design -Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FAT	Factory Acceptance Test
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit
NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act

NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation